AUGUST 1956

THE INTERNATIONAL Teamster

DEDICATED TO SERVICE



REGISTER NOW!

VOTE NOV. 6!

"The International Union will make recommendations on candidates and issues. We will do so without regard to political party.

"Under our secret ballot system, however, you and *you only* make the final decision. I urge every member and his family to register and vote – this is your highest American duty."

Dave Beck

teamsters salute IOWA



IOWA is the Heartland of American agriculture. Millions of years ago, as the Ice Age receded, rich deposits of deep soil were left on its 56,290 square miles of rolling hills and vast prairies along the Mississippi River.

Iowa has so many "firsts" it seems strange it is 22nd in population rank with 2,621,073 citizens in 1950 and 29th in list of admissions to the Union. Iowa is first in corn production and first in swine raising. Iowa has the highest per capita wealth, greatest value of farm buildings and equipment and its citizens lead the nation in basic education with a literacy rate of 99.2 per cent.

The rolling Iowa prairie is 97 per cent under cultivation and Iowa possesses a whopping 25 per cent of all the Grade A soil in the United States!

In addition to its "firsts," Iowa has some place and show positions, too. It is second in oat production in the nation and second in cattle. Iowa placed third in soybean production. Other crops of value are red clover, timothy, alfalfa, potatoes, onions and popcorn. Grapes and peaches are among the major fruits marketed. Holsteins dominate dairy cattle and much butter is produced. Poultry ranks high as an income producer and there are a large number of cooperative grain elevators in the state.

Iowa has no state debt and therefore there is no state property tax. Income for the state comes principally from a sales tax, income tax, gasoline tax and motor vehicle tax. The state is laced with a veritable network of rural roads with a total mileage of approximately 101,000 miles, of which not one foot is under federal control. Over these farm-to-market roads and on the urban streets, Teamsters from 13 local unions in the state serve the transportation needs of the farms, industries and families of Iowa.

Commerce and industry are continuing to increase in Iowa and over 150,000 men and women are now employed in the diversified industries which are located in the state.

Small wonder Iowa has been called "The Corncrib of America" and it is this ever-plentiful granary state we salute this month.

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THE INTERNATIONAL
Teamster

DAVE BECK Editor

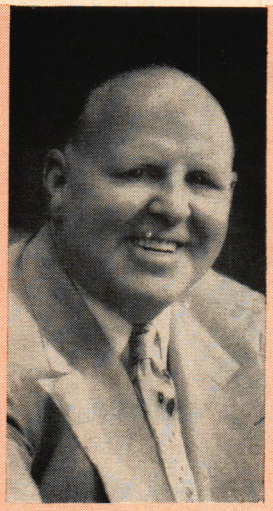
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Letter from General President DAVE BECK

The Communist Menace

IN OUR day to day work we as union people are deeply concerned with the basic problems of our craft—with wages, hours and conditions. These are matters of fundamental concern and they affect our welfare and are directly concerned with what we take home in the way of pay and in the standards under which we work to earn that pay.

From time to time I have drawn attention to our membership of matters which are in the arena of foreign affairs. My concern is that our people realize that there is a real impact of foreign affairs on our welfare. That foreign affairs are important is well attested by the fact that our International Union does indeed pay attention to what goes on in other parts of the world. I have recommended that our vice presidents go abroad from time to time and study problems of labor and transportation overseas. I have attended international meetings of the ICFTU—International Confederation of Free Trade Unions and the ITF—International Transportworkers Federation. As this issue of our international magazine is being distributed I will be in Europe at the biennial ITF meeting. I hope to return with a full report of reactions and observations for our membership.

At this time, however, I would like to invite attention to another phase of foreign or international affairs, not directly related to these international labor bodies, but a phase which will have profound impact on us—all of us, regardless of how remote we may think we are from the scene of activity. And that phase is the "changing" conditions in the Soviet Union.

There have been many comments about the "revolution" going on in Russia but not too many people have commented on the probable significance it may be to the working people of the world. This I would like to do.

Commenting on the black chapter of history dominated by Joseph Stalin

may be like beating a dead horse, but we must note that chapter and the significance events of that era have for us today. Stalin was the author of the biggest lie in history and he made this lie the source of his evil grip on the Russian people and brought into being the most cruel armaments race in history. He terrorized the Russian people in many ways, not the least of which was in propaganda campaigns, telling them that American "capitalists" were plotting to destroy them with atomic bombs.

Stalin is dead, a fallen idol, repudiated as a tyrant and a murderer by the very men who were his most servile followers. This about face on Stalin, totally unexpected, has led sincere individuals the world over to believe honestly that the hope for global peace and the relief from an intolerable arms burden had been immeasurably brightened. Unfortunately, disillusionment to these hopes has come swiftly and harshly.

The same old record has been played and re-played. Recently at a meeting of the United Nations Disarmament Commission, Andrei A. Gromyko, U.S.S.R. spokesman, brazenly repeated the old and threadbare charge that American "monopolists" were deliberately exploiting the arms race in order to pile up huge profits for themselves. Stalin may be dead but the lies of Stalinism live on.

As long as the ordinary Russian sincerely believes that American monopolists are planning to wipe him off the earth, the pursuit of peace is vain and hopeless and in the meantime the arms race will become more deadly and the intolerable burden of arms costs goes up and up—and this will continue unless the falsehood is exposed and the Russian people know the truth.

Stalin for years blocked atomic disarmament agreement in the UN and sought to fasten the blame on others. This has been a cruel, murderous hoax which has defrauded not only the Russian people, but has imposed fear and despair on the entire world. The peace-loving American people, unrivalled for generosity, have been smeared the world over as "atomic assassins" by Communist propagandists—and as it always happens in the use of the "big lie" technique, constant repetition has convinced millions that this monstrous falsehood is true.

The policy of this country has been one of peace and conciliation after every war. Instead of accepting spoils, we have helped to bind up the wounds of war's victims, including those of former enemies. We have given billions in a program of generosity unmatched in human history and we have even offered to share our atomic secrets with other nations in the interest of peace and progress.

But what has the U.S.S.R. done? The record is black and cruel. Peaceful nations have been enslaved—Czechoslovakia, Poland and others have been invaded and subjugated. Millions inside Russia's own borders have been condemned to slave labor under the caprice and whim of ruthless dictators. And when workers rebel as they did in East Germany in June, 1953, or in Poznan, Poland — when the workers want only bread and a few of the decencies of life—what is their answer? Tanks and tear gas at the hands of brutal agents of a brutal regime—whether it is a regime of Stalin or one of Khrushchev.

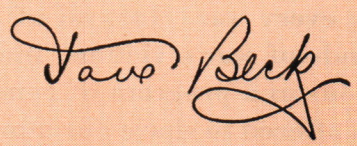
I have mentioned this record and these events of recent times in order to draw attention to the big job ahead. Working people of our country have a feeling of kinship with working people of other nations,—all nations. Working people of our country know better than any one that there is no substance, not the slightest, to the gigantic fabrication that an atomic war is being plotted.

American working people through their representatives have been working to expose the Soviet lies. A constant campaign has been under way for years—organized labor realized and recognized long before official circles did that the Soviet Union and communism were real menaces to peace and progress.

Our job is not complete. More must be done. There is a great challenge ahead to the forces of freedom and free labor. How that challenge is met may determine the peace and welfare of the entire world—and may in fact determine whether or not we survive as a free people. The time to fight the menace with truth and determination, appealing to the Russian people, is now. In the constant battle for truth, we all have a part and organized labor's role can be decisive.

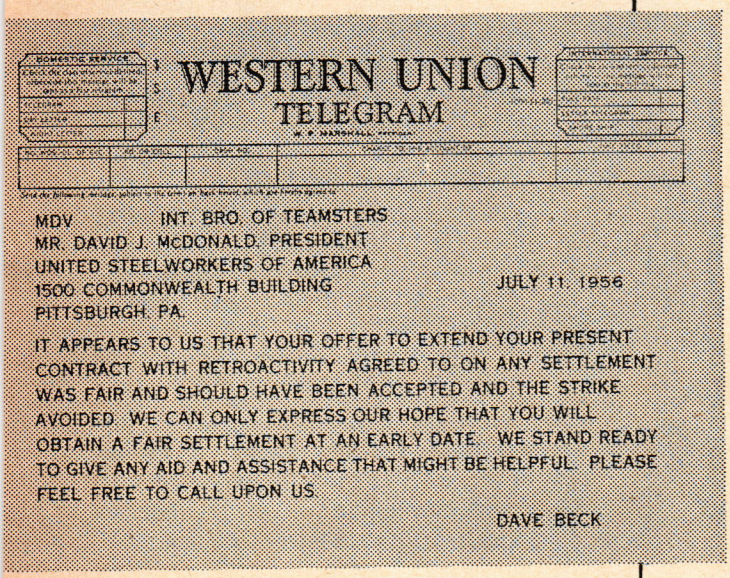
As citizens one of the ways in which we can all fight any threat of a totalitarian menace is through the exercise of our rights and duties as citizens—and the highest of these is the duty to vote. But we cannot vote unless we are registered. I urge every member of our union and every member of his family eligible to vote to be sure that he is registered this year — for unless we are properly registered we cannot vote. Let's act on this and act NOW!

Fraternally,



President.

TEAMSTERS SUPPORT STEELWORKERS

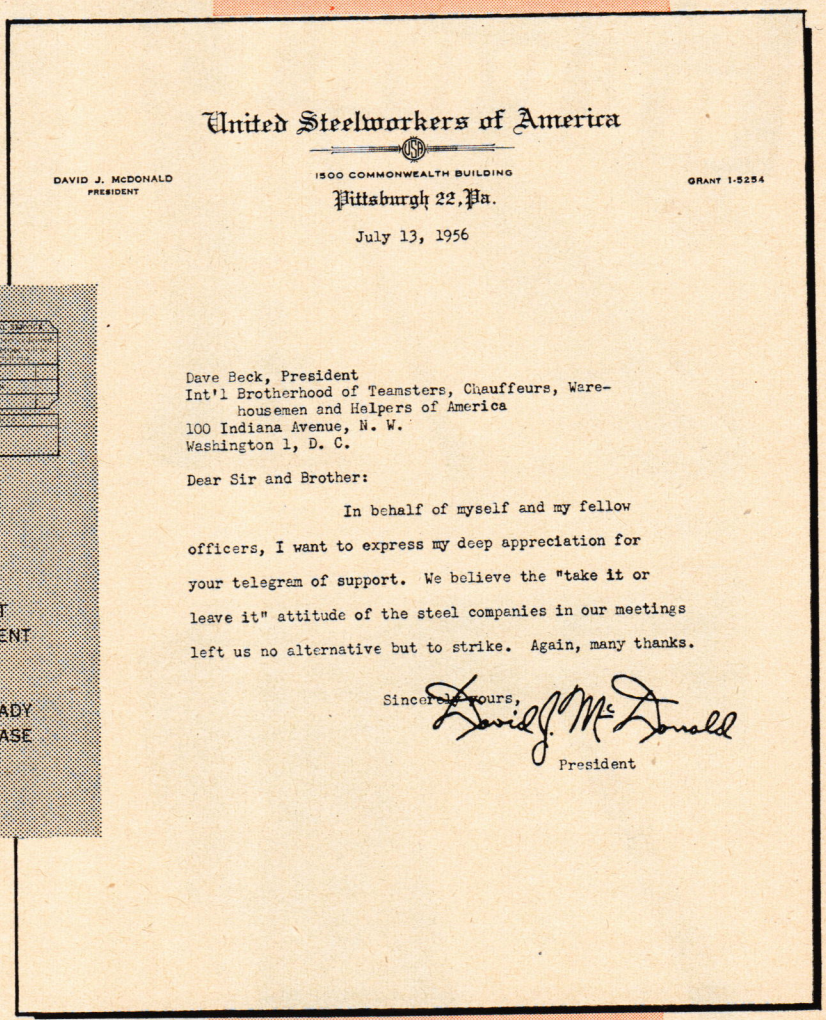


WESTERN UNION
TELEGRAM

MDV INT. BRO. OF TEAMSTERS
MR. DAVID J. McDONALD, PRESIDENT
UNITED STEELWORKERS OF AMERICA
1500 COMMONWEALTH BUILDING JULY 11, 1956
PITTSBURGH, PA.

IT APPEARS TO US THAT YOUR OFFER TO EXTEND YOUR PRESENT CONTRACT WITH RETROACTIVITY AGREED TO ON ANY SETTLEMENT WAS FAIR AND SHOULD HAVE BEEN ACCEPTED AND THE STRIKE AVOIDED. WE CAN ONLY EXPRESS OUR HOPE THAT YOU WILL OBTAIN A FAIR SETTLEMENT AT AN EARLY DATE. WE STAND READY TO GIVE ANY AID AND ASSISTANCE THAT MIGHT BE HELPFUL. PLEASE FEEL FREE TO CALL UPON US.

DAVE BECK



United Steelworkers of America

DAVID J. McDONALD
PRESIDENT

1500 COMMONWEALTH BUILDING
Pittsburgh 22, Pa.

GRANT 1-5254

July 13, 1956

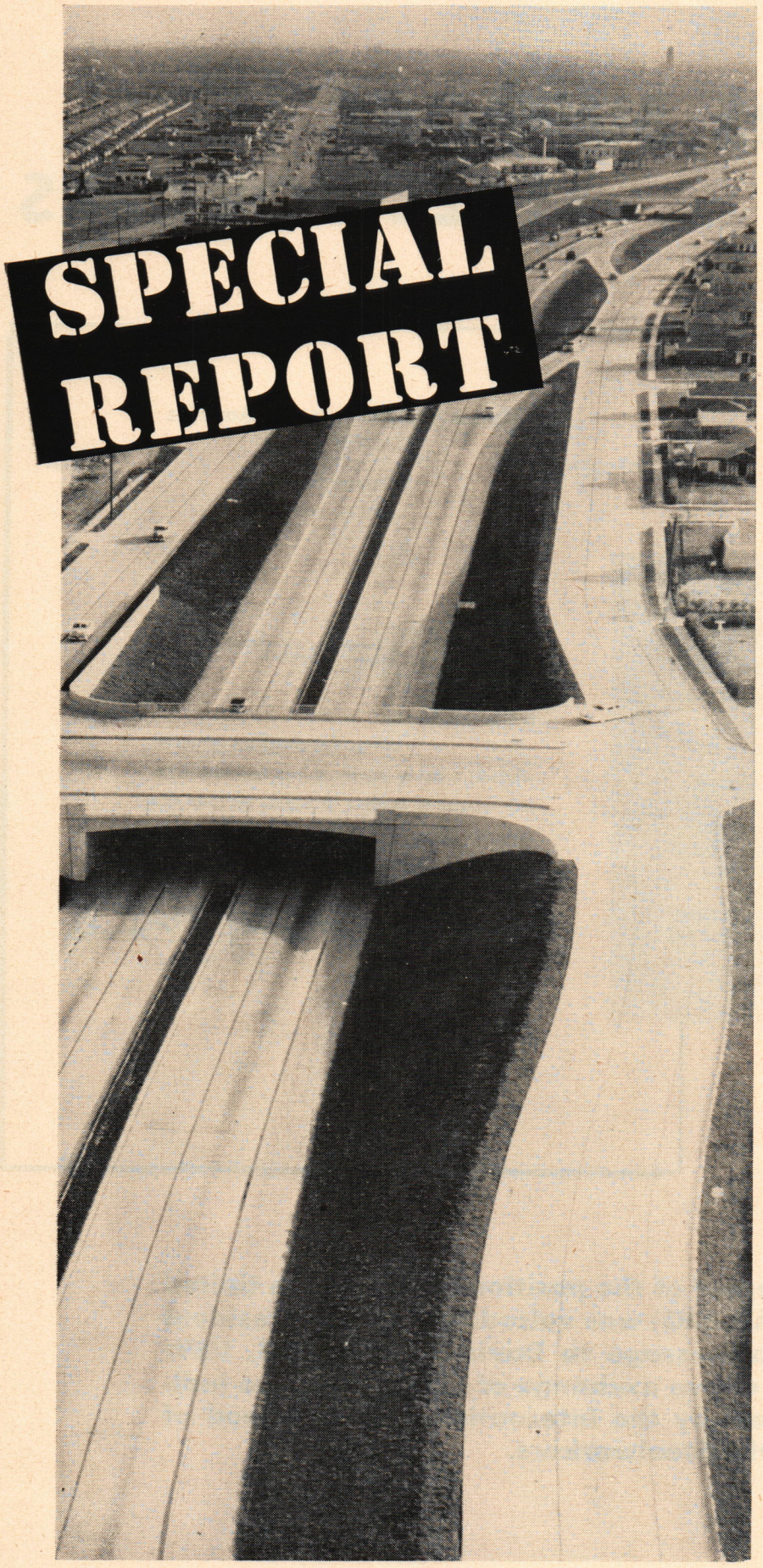
Dave Beck, President
Int'l Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

In behalf of myself and my fellow officers, I want to express my deep appreciation for your telegram of support. We believe the "take it or leave it" attitude of the steel companies in our meetings left us no alternative but to strike. Again, many thanks.

Sincerely yours,
David J. McDonald
President

Strong support of the position taken by the United Steelworkers (AFL-CIO) was voiced by General President Dave Beck in a message to David J. McDonald, USW president. The above exchange of correspondence indicates the support by the International Brotherhood of Teamsters for the Steelworkers.



WHAT NE
CONSTRU

THE United States is now embarked on the biggest public works project in its history—a gigantic road building program resulting from legislation just signed by the President. The new program will be undertaken under a $33 billion authorization and the new program may go as high as $50 billion.

Less than two years after President Dwight D. Eisenhower sent to the Governors' Conference in Bolton Landing, New York, a recommendation for a "grand plan" of highway construction, Congress finally enacted the new long-range highway bill.

Between the recommendation on July 12, 1954 and June 29, 1956, when the President signed a bill marking the enactment of Public Law 627, a great many events of profound importance to the highway and trucking industry occurred.

PROVISIONS OF BILL

In brief, here is what the bill provides:

- expenditures of some $33 billion by the Federal and State governments for the Interstate System, primary and secondary roads.
- formal establishment of a 41,000 mile Interstate Highway System with a total of $25 billion of the total Federal money allocated to that system.
- the money will be allocated on the basis of 90 per cent contribution of the Federal Government and 10 per cent by state governments for the Interstate System and a 50-50 contribution for other systems.
- apportionment will be made for the first three years (1957-59) on the basis of population and after

W $33 BILLION HIGHWAY CTION PROGRAM MEANS

1959 a "needs" standard will be established.

- prevailing wages will be paid under Davis-Bacon protections written into the law following strong representations to Congress by organized labor.
- a new series of taxes is imposed with heavy use taxes falling on the trucking industry.
- sizes and weight limitations are imposed under the new law.

The final passage of the highway bill came after two years of study, hearings, and legislative effort by many groups interested in a new roadbuilding program. In July, 1954, the President proposed a gigantic highway construction program to be undertaken by the Federal Government. To help bring out the facts and figures on the need and place of such a program, he named an Advisory Committee on a National Highway Program with General Lucius Clay as Chairman. Serving on this four-man committee were General President Dave Beck; S. Sloan Colt of the Bankers' Trust Company, New York, and W. A. Roberts, Allis-Chalmers, Milwaukee, Wis.

CLAY COMMITTEE

The Clay Committee undertook exhaustive studies of highway needs and held hearings in October, 1954. Various groups, interests, individuals and Government agencies appeared before the committee to present testimony. After several weeks of study and consideration, the Clay Committee recommended a $27 billion highway program to be financed by the sale of bonds for the Interstate System with continued Federal aid for the other systems. This was in January, 1955.

From January, 1955 through June, 1956, the pressure for a highway program was on but unfortunately differences of opinion, particularly on ways and means of finances, delayed the program at least a year. During the congressional session of 1955 two conflicting lines of endeavor developed: the Administration sought enactment of measures under the bond-financing system as recommended by the Clay Committee.

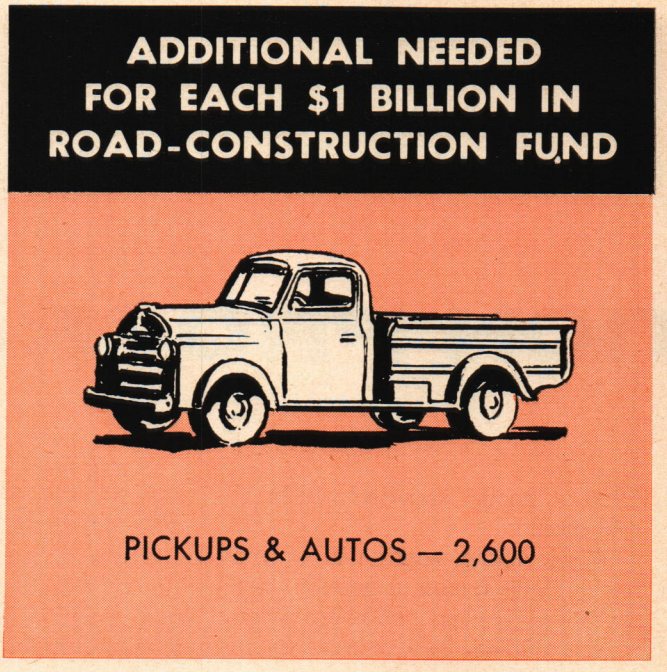
Another measure was introduced by Senator Albert Gore (Dem., Tenn.). Hearings were held on both the Administration and the Gore bills. Strong differences as to financing developed and on June 27, almost a full year before final enactment of a road bill, Representative George Fallon (Dem., Md.) introduced a bill combining construction and pay-as-you-go features. This bill was defeated in the House and the President made an appeal to the Congress not to let differences of opinion over financing kill highway legislation which was admittedly seriously needed. Nevertheless, the bill failed—no bill was passed by the time Congress adjourned August 2, 1955.

New bills were introduced in 1956 and Congress has been wrestling with the problem of a satisfactory



Bay Shore Freeway, San Mateo, Calif., is an illustration of new type highway construction embodying safety features, interchanges and proper access and exit roads. On facing page is the Dallas, Tex., Central Expressway.





bill for several months with committees of both the House and Senate striving to come up with a measure which would be acceptable—if not completely satisfactory—to all groups. The bill as finally hammered out in conference committee in June is that bill.

ACCEPTABLE TO ALL

As finally passed, the bill is not completely satisfactory to any group but is acceptable to all groups. Some have charged that politics delayed final passage of a bill by at least a year thereby denying the nation the benefits of a program of planning and construction urgently needed.

The new bill has some serious impediments to the trucking industry. The International Brotherhood of Teamsters has worked cooperatively and diligently with the trucking industry in an effort to see that unfair and discriminatory taxes were not written into the law. The new taxes on trucking are severe, but we have the assurances of leaders of the industry that, despite the heavy burdens, the long-range benefits will make it possible for the industry to "live with" the new taxes. Increased efficiency and productivity will enable the industry to achieve its goals in this direction, it is confidently believed.

PRESS PLAYS ROLE

One of the characteristics of the fight for highway legislation has been the role played by the press in urging legislation. In this connection, the Hearst newspapers have been particularly active. While the International Brotherhood of Teamsters has, from time to time, disagreed with the Hearst papers on various issues, the union is glad to see that powerful group of papers come forward with the strong support it has shown for the highway program.

What does this program mean in terms of expenditures?

LAW'S PROVISIONS

The law provides for a 13-year program for the Interstate System and a three-year program for the regular Federal-aid highway systems. Approximately $25 billion is authorized for the Interstate System over a 13-year period. This will include $1 billion authorization in 1957, $1.7 billion in 1958 and $2 billion in 1959. Allocations for the first three years have already been made for the states.

The "Interstate System" is the shorthand description of the more detailed title of the system which will be known as the "National System of Interstate and Defense Highways."

To finance this new program the trucking industry must share a heavy burden. New taxes amount to $14.8 billion over a 16-year period. Increased and additional taxes were imposed under the bill effective July 1, 1956 and extend until July 1, 1972. Here are the new taxes:

- an increase of one cent per gallon in gasoline;
- an increase of one cent per gallon on diesel fuel;
- an increase of three cents per pound on tires;

Highlights of New Program

Finances: approximately $33 billion authorized for Interstate, primary and secondary roads.

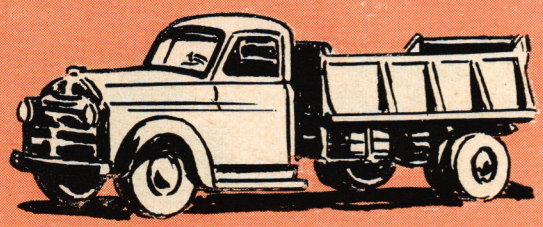
Sizes and weights: limitations are set up in act; 18,000 pounds on single axle; 32,000 pounds on tandem, 73,280 pounds gross weight.

Highway safety study is directed to be made by Department of Commerce.

Prevailing wages will be paid under Davis-Bacon provisions written into the new law.

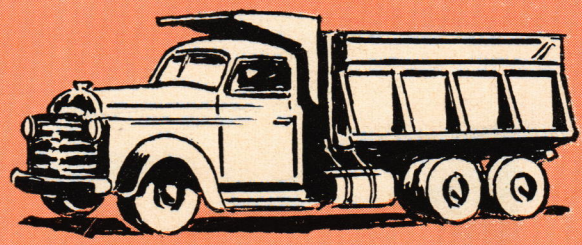
New taxes are levied on gasoline, diesel fuel, tires, trucks, buses, truck-trailers, camelback; a highway use tax is imposed also.

ADDITIONAL NEEDED FOR EACH $1 BILLION IN ROAD-CONSTRUCTION FUND



TRUCKS, 1½-3 TONS — 9,600

ADDITIONAL NEEDED FOR EACH $1 BILLION IN ROAD-CONSTRUCTION FUND



TRUCKS OVER 3 TONS — 8,500

● a 2 per cent increase from July 1, 1956 and a 3 per cent increase from July 1, 1957 on new trucks, buses and truck-trailers;

HIGHWAY USE TAX

● a highway use tax on vehicles over 26,000 pounds of $1.50 per 1,000 pounds. This is a new tax.

A study of equitable tax allocation is directed in the bill. Likewise, the bill directs the Secretary of Commerce to make a full and complete study to determine what action can be taken by the Federal Government to promote increasing safety on the highways. The study, under the directive of the bill, shall consider:

● the need for Federal assistance in enforcement of highway safety and speed requirements;

● advisability and steps necessary to promote the adoption of uniform laws;

● highway educational programs;

● design and physical characteristics of highways.

A highlight of the legislation insofar as the organized labor is concerned is Section 115 which requires the payment of prevailing wages under protections written into the act. The inclusion of the prevailing wage protection was no accident. Such a provision had bi-partisan support, but that support has come about following strong representations by organized labor and espe-

Highway Program Chronology

July 12, 1954—President Eisenhower's "grand plan" for a multi-billion dollar highway program laid before Governors' Conference, Bolton Landing, N. Y.

September 7, 1954—Advisory Committee on a National Highway Program appointed by the President. On this committee was General President Dave Beck with General Lucius Clay as chairman.

October 7-8, 1954—Clay Committee holds hearings in Washington, D. C.

January 11, 1955—Clay Committee recommends $27 billion bond-financed 10-year program for the Interstate System and continuance of Federal aid for other systems.

February 11, 1955—Senator Albert Gore (Dem., Tenn.), introduces bill.

February 22, 1955—Administration bills introduced.

February 22, 1955—President Eisenhower sends highway message to Congress.

April, 1955—Hearings are held on road bills.

May 25, 1955—Gore bill is passed by Senate by voice vote.

June 27, 1955—Rep. George Fallon (Dem., Md.) introduces a pay-as-you-go and construction tax bill for financing program.

July 28, 1955—New Fallon bill defeated in House.

July 29, 1955—President Eisenhower appeals to Congress not to let method of financing block passage of a road bill.

August 2, 1955—Congress adjourns.

January 26, 1956—Rep. Fallon introduces new bill (HR 8836); $24 billion for Interstate and $10 billion for other systems.

February 26, 1956—Rep. Hale Boggs (Dem., La.) introduces revenue bill. (HR 9075)

April 19, 1956—Rep. Fallon introduces bill (HR 10660) combining HR 8836 and HR 9075.

April 27, 1956—House passes HR 10660 by 388-19 vote.

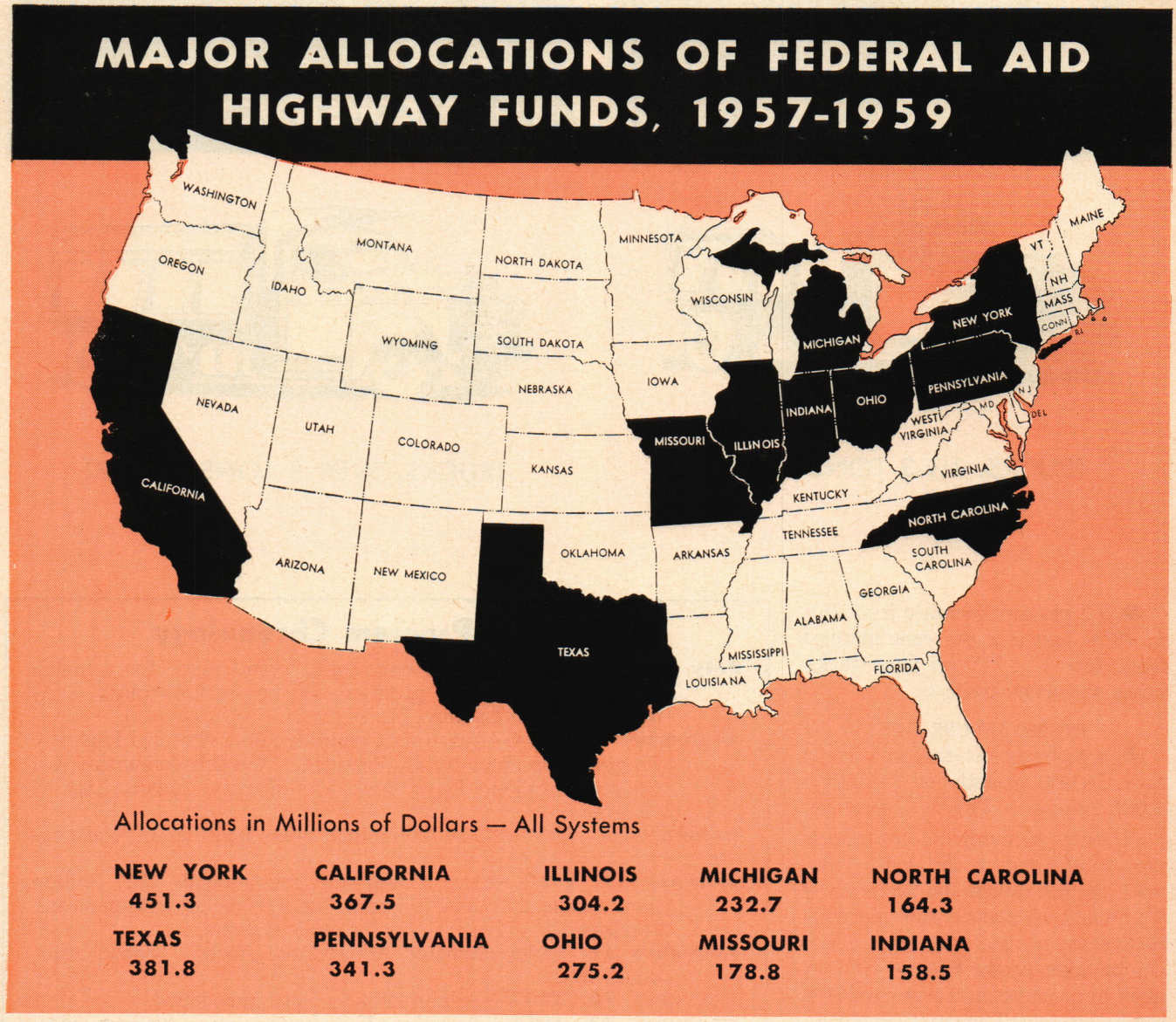
May 10, 1956—Senate Committee on Public Works substitutes Gore bill (S 1048) as passed by Senate.

June 12, 1956—Senate-House Conference Committee meets on HR 10660 and on.

June 21, 1956—Completes report.

June 28, 1956—Senate and House approve conference report.

June 29, 1956—President Eisenhower signs Public Law 627.



Major attention in the new highway construction program will be directed on the immediate plans for the next three years. Above are shown the states in which major allocations are being made for fiscal years 1957-1959. For the most part these are states with largest traffic, population and highway requirements.

cially by those in the Four-Way Pact—Teamsters, Operating Engineers, Carpenters and Laborers. Without the strong efforts of these four unions many think it highly doubtful that the prevailing wage protections would have ever been written into the bill.

FAR-REACHING BENEFITS

The bill, as the program unfolds, will have far-reaching economic and employment benefits. The Department of Labor estimates that 500,000 full-time jobs will be created, including on-site workers and employees in materials and road machinery manufacturing concerns. When the program is going full force some estimates say the number employed will go as high as 900,000.

BUILDERS' ESTIMATE

The American Road Builders' Association has made some estimates as to what the new program will mean in terms of needs, including trucking requirements. For each additional billion dollars in road building funds, an additional 57,000 pieces of equipment will be needed—including 8,500 trucks of over 3-tons each; 9,600 smaller trucks; 1,500 truck mixers and agitators, as well as various types of other units not operated by Teamsters.

NEW MATERIALS

New materials needed for the highway program will provide work for a great many motor transport employees. Among the items which will be stepped up in production for the program are: cement, aggregates, bituminous materials, lumber, timber piling; steel of various types and shapes for both road and bridge work; concrete culvert pipe; clay pipe and tile; petroleum products; explosives, and traffic markers.

It is apparent that the highway work load will "back up" from the actual on site construction work to the supply yards and to the actual

(Continued on page 32)

EDITORIALS

Better Air Traffic Control

We will never know the full story of the events immediately preceding the tragic double airliner accident which occurred over the Grand Canyon last month. We do know, however, that the tragic loss of life has served to focus attention on the need for more and better air traffic control.

Few realize the tremendous growth of air travel in the last few years. A few figures from the Civil Aeronautics Administration will indicate the volume of air traffic in terms of passenger miles.

In 1949 a total of 6,448,427,000 first-class passenger miles were flown by scheduled airliners and 248,844,000 coach miles were flown.

By 1955 the total of first-class travelers rose to 12,489,299,000 passenger miles while that of aircoach travelers had zoomed to 6,716,376,000 passenger miles and is still going up.

Some experts say that we are operating air traffic under standards and procedures far too short of the real need—we are sort of in the horse-and-buggy age of air control.

While this tragic accident in the West should not obscure the remarkable safety record which is being made day and night by our scheduled air lines, the fact remains that we are confronted with tremendous risks—risks which, as we have seen, mean matters of life and death.

More and better air traffic control is not a matter of politics. There is no room for politics in the proper administration and regulation of the nation's airways. The American public expects action and action in a fashion which benefits the growing needs of airminded Americans.

This is not the time or place to go into technicalities on what should or should not be done about air safety. We would like to mention, however, the fact that there is considerable discussion on specific ways and means of improving traffic control through greater dependence on instruments and less on visual controls.

There were many warnings of the danger in our crowded skies before the Grand Canyon accident and in the dependence in visual flight rules. An airline captain, member of the Air Line Pilots' Association, wrote in the union's official magazine warning of mid-air disasters and saying, "There can be no doubt that present visual flight rule criteria is totally inadequate. . . . There are many facets making up the potential mid-air collision problem. For the time being, suffice it to say that the present regulations and equipment are totally unrealistic tools for accomplishing our desired goals, namely efficient movement of traffic during all weather conditions, in a manner consistent with safety." The headline of this article warned specifically against mid-air collisions.

The Flight Engineers have constantly advocated greater safety measures which would make overall air flight safety programs more effective.

We might take a lesson from Canada, whose air space is much less crowded than our own. All aircraft flying on Canadian airways between 9,500 feet and 23,000 feet are subject to positive air traffic control. This is true whether the weather is good and visibility excellent or whether the weather is of the "instrument" type. Pilots are tracked on the ground and must fly a specific course.

The complexity of airplanes, the increasing speed, the tremendous number of instruments to which close attention must be directed by the pilot, co-pilot and engineer, plus the lack of visual facilities in the crowded aircraft, make visual flight rules (VFR) outmoded, in the opinion of many.

We should add one other observation on this matter of airline safety. Safety is the highest and first consideration in this whole matter. Selfishness of private interests or any airline should not take priority over the steps necessary to flight safety. Why we do not have complete flight safety consistent with what modern science and engineering have achieved is a matter which should be investigated thoroughly.

Dangerous Waters

August is one of the top months of the year for aquatic sports, including swimming. This additional volume of water sports activity brings to the fore the necessity for water safety.

The American National Red Cross estimates that only about 10 per cent of us are expert swimmers—or swimmers who can take care of ourselves under most situations. And about half of us are regarded as average to poor swimmers, while the remainder, or 40 per cent, are either nonswimmers or hazardous swimmers.

These 40 per cent are those among whom most of the deaths occur from drowning. Experts in water safety tell us that most drownings occur 15 yards from the shoreline. And most of the drownings are from the swimmers who can swim a little but not enough to take care of themselves in the water.

The Red Cross, Y. M. C. A. and other organizations are doing a continuous job of encouraging water safety through learning to swim well. This is a month when special attention is devoted to swimming and the importance of care in and around the water.

By paying more attention to the hazards of the water and learning how to cope with those hazards, we will be able to cut the tragic death rate from drowning which will take an estimated 6,500 lives this year.

20th Western Conference

Sessions Held In Vancouver; Wage and Membership Gains Noted In Reports to Record Attendance

NEW gains in membership and improvements in contracts and conditions were reported to the 700 delegates who met in the 20th annual session of the Western Conference of Teamsters in late June in Vancouver, B. C. The annual conference met June 25 through June 29 with delegates representing all local unions and joint councils of the 11 Western States and the Western Provinces of Canada.

Highlights of the week-long meeting included:

1. Addresses by General President Dave Beck, General Secretary-Treasurer John F. English, Oregon's Senator Wayne Morse, Neil Curry, chairman of the board of directors, American Trucking Associations, and by directors of national trade divisions.

2. Trade division meetings by each of the trade divisions of the Western Conference, followed by general summary sessions with all delegates participating.

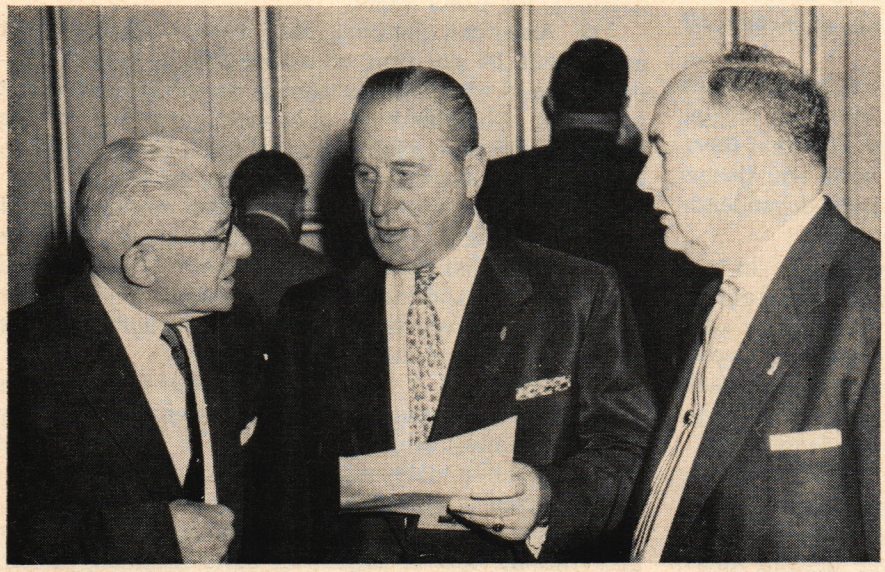
3. Adoption of resolutions calling on Western Teamsters for continued cooperation and aggressive organizational work in the year ahead.

The annual meeting was a rallying point for exponents of both economic and political action by Teamsters. General President Beck praised the conference for its progress and noted the great advances which have been made since the first Western Conference of Teamsters meeting 20 years ago.

The general president drew attention to the fact that the conference procedure had been such a success that it is now an adopted method of organizational activity with three other conference groups organized—the Central, Eastern and Southern Conferences of Teamsters.

President Beck said that cooperation and coordination were necessary for Teamster growth. He likewise paid tribute to the responsibilities of organizers and trade division officials for the contributions which they are making toward overall success.

He said that one of the reasons why Teamsters are successful is found in their willingness and ability to keep up with the changing economic and technological trends in industry. He pointed out that studies are underway in this connection in new methods of transport—the so-called "piggy back" (trailers on railroad flat cars) and "fishyback" (trucks and trailers on ships).



CONFERENCE OFFICIALS—D. W. Marshall talks over arrangements with Chairman Frank W. Brewster and Secretary-Treasurer John Sweeney of the Western Conference of Teamsters at Vancouver sessions.

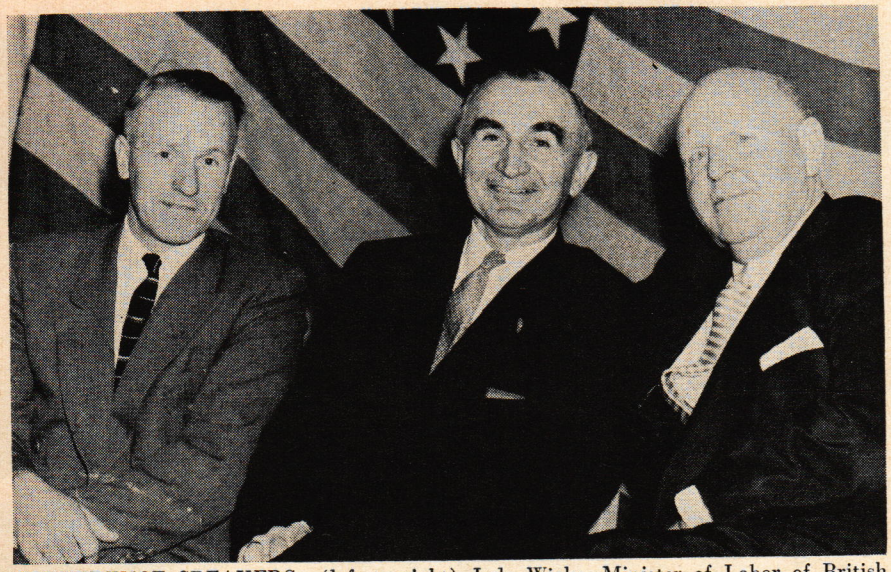
MORSE COMPLIMENTED

Before he closed his address the general president paid a high compliment to Senator Wayne Morse and urged all Oregon Teamsters to do their part in sending him back to the Senate.

Conference President Brewster spoke at both the opening and closing sessions of the conference. In closing he commented upon the trade division reports and appeared at the trade division panel sessions to participate and urge continued action on all fronts.

General Secretary-Treasurer English gave a financial and membership report to the conference delegates. During his stay at Vancouver he also took the opportunity to visit and counsel with his many friends whom he has met and worked with during his long tenure as a Teamster international official.

The longest and one of the most arresting addresses of the entire week's meeting was given by Oregon's Senator Morse. He blasted the forces of monopoly in Congress



CONFERENCE SPEAKERS—(left to right) Lyle Wicks, Minister of Labor of British Columbia and a trade union member; Senator Wayne Morse of Oregon and General President Dave Beck.

and warned against the machinations of the coalition against labor which counted in its forces members of both major political parties. He told the Teamsters that political and economic freedom go together. He said that too often laboring people talk a good political fight, but don't deliver—they too often fail even to register and in failing to register they are not eligible to vote.

Morse summarized some of the major bills for which he said liberals are fighting in Congress—repeal or amendment of Taft-Hartley; lowering age of eligibility for Social Security; liberalization of NLRB regulation and a changed foreign aid program with more loans and fewer grants.

ATA's Curry paid his respects to the Weeks Report and said that there is a persistent trend on the part of political and economic interests antagonistic to the trucking industry which hurts both management and drivers alike in the motor transport industry.

Mr. Curry spelled out in detail the economic and employment effects which would result from adoption of the policies set forth in the Weeks transportation recommendations.

Following caucus sessions of the trade divisions, reports were given and resolutions adopted at the final session. The resolutions passed by the conference covered a variety of topics:

—a resolution dealing with area agreements and proposed constitutional amendments;

—a resolution establishing the amounts and methods of payments to strikers from the Western Conference strike fund established last year by the Conference;

—a resolution petitioning federal authorities to preserve and to prosecute all evidences of wire tapping now in the hands of state and county officials;

—a resolution dealing with topics affecting local unions and joint councils affiliated with the Western Conference of Teamsters;

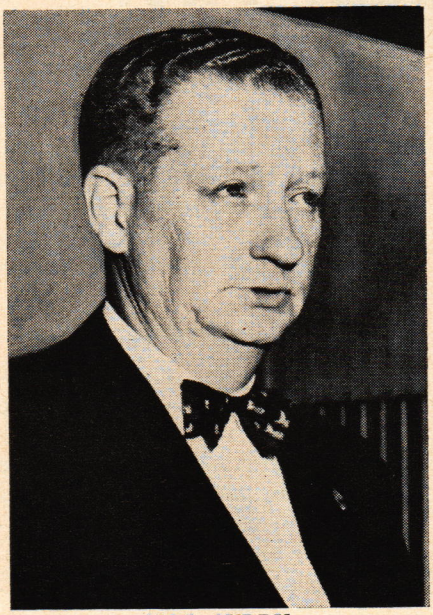
—a resolution calling for a stop to the expansion of sleeper cab agreements saying that they are in violation of Western Conference policy calling for the establishment of division points; a committee was named to investigate and to stop violations of Teamster understandings;

—by resolution action the Over-the-Road and General Hauling divisions were consolidated into a new General Hauling Division;

—a resolution authorized pay-



FRANK W. BREWSTER
Western Conference Chairman



NEIL CURRY
Trucking Association Spokesman



JOHN F. ENGLISH
General Secretary-Treasurer



Delegates in a general session at the 20th annual meeting of the Western Conference of Teamsters. More than 700 delegates attending representing 11 Western States, Hawaii, Alaska and Western Canada.

ment of the annual income from brokerage fees of the Teamster Health & Welfare Plan to the City of Hope, nonsectarian hospital and clinic at Los Angeles; this action is the extension of a trust arrangement established by Mr. Beck and Mr. Brewster and provides for carrying on the philanthropic activity in the event of death or accident of either of the two establishing principals.

—a resolution of confidence in International Representative Clyde Crosby was adopted; Mr. Crosby has been the target of newspaper attacks in Portland, Oreg., and now has instituted slander suits to clear his name.

SIGN CANNERY PACT IN CALIFORNIA

OVER 3,000 California cannery workers, employees of two major plants in that state are now covered by the Western Conference Pension Trust Fund.

Frank W. Brewster, president of the Western Conference of Teamsters, announced that contracts were signed with five Libby, McNeill and Libby plants in Northern California and eight Cal Pack (California Packing Corporation, Inc.) plants. The contracts cover 1,200 Libby workers and 2,000 Cal Pack employees.

Under terms of the contract negotiated by Peter A. Andrade, director of the Western Council of Cannery Workers, Libby and Cal Pack will contribute 10 cents per hour for each covered employee to the Western Conference of Teamsters' Pension Trust Fund to provide pension benefits.

PENSION RIGHTS RETAINED

The significant feature of the contract pension provision is a clause providing that workers retain pension rights in transferring from one company to another. Under this plan workers can carry their accumulated pension credits from job to job.

The "mobile pension" idea provided for in this contract has attracted national attention from other unions, management and Government officials. The arrangement is one which may set a pattern for future negotiations in other industries by other unions.

The contracts also provide for across-the-board wage increases retroactive to last March. Both contracts are for three years and stipulate that additional increases of 5 cents per hour will be made on March 1, 1957, and on March 1, 1958.

Earlier this summer strike action had been initiated against Libby when it withdrew from the California Processors' and Growers' Association along with the other independent, Cal Pack.

Teamster policy among the 32 firms in the employer organization (CPGA) has been one where if the majority of the 32 firms adopted union agreements, then the minority would not renege.

President Brewster announced at the conclusion of the negotiations with the two big California packers that 10,000 permanent cannery workers now are covered by the Teamsters' Pension Plan and the total number of Teamsters in all fields under the program now numbers 125,000.

Marked Gains in South

Southern Conference Meets in Dallas, Reports 11 Per Cent Membership Rise; Levies Tax for Organizing Drive

PROGRESS on all fronts was reported by delegates to the 1956 Southern Conference of Teamsters session held in Dallas July 9-12. Highlights of the annual meeting were:

1. Action by the conference in increasing per capita tax 5 cents per member to advance organization plans.

2. Adoption of a resolution requiring all locals to affiliate with their appropriate trade division and further requiring adherence to action taken by the division by way of agreements.

3. Designation of an office to coordinate litigation before courts and boards in the Southern area.

4. Addresses by General President Dave Beck, General Secretary-Treasurer John F. English and Vice President James R. Hoffa and directors of the various national trade divisions.

DELEGATES, OBSERVERS

More than 100 delegates from all sections of the South were registered delegates at the annual meeting called to order by Conference Chairman Murray W. Miller. In addition to the registered delegates, a number of observers from the various local unions and joint councils in the South were in attendance. The meetings opened with a general session on Monday, July 9, and closed with the appointment of a new conference Policy Committee Friday, July 12.

General President Beck spoke at the annual dinner of the conference held Thursday evening. General Secretary-Treasurer English spoke at the opening day's session of the annual conference.

The Southern Conference of Teamsters holds its trade division sessions with all delegates attending all sessions instead of operating through the panel or caucus session.

Harold Thirion, director of the Building & Construction National Trade Division, spoke at the opening session of the Heavy Construction & Shipbuilding Division. He explained the new highway road bill providing for $33 billion in construction and outlined the role of the Four-Way Pact unions in urging inclusion of the Davis-Bacon prevailing wage protections in the new bill. He also explained how the Teamsters, Laborers, Carpenters and Operating Engineers work together in advancing the common cause of unionization in the highway and heavy construction fields. Reports were also made by Teamster committeemen of the Four-Way Pact from Areas 10, 11 and 12. Odell Smith, Little Rock, Ark., is chairman of the Southern Conference's Heavy Construction & Shipbuilding Division.



ADDRESSING CONFERENCE—General President Dave Beck made the principal address at the Southern Conference of Teamsters' annual banquet.

ENGLISH ADDRESS

Secretary English reported on Teamster progress in his address and compared advances made today by Teamsters with problems of organization and servicing of locals many years ago when he was a business agent. He also said that the state of the union is healthy and that cooperation by the conference groups is helping to keep it that way.

William Griffin, director of the National Miscellaneous Conference, spoke at the afternoon session of the Miscellaneous Division. He spoke of the many new problems in this area and cited particularly work in the vending machine and frozen foods industry. Don Vestal, Nashville, Tenn., is chairman of this division.

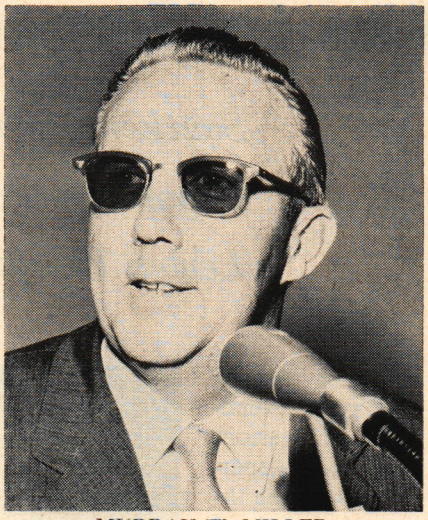
The varied opportunities in expanding work in the sales field were discussed by the Sales Division speakers. R. B. Bunch, Freeport, La., was chairman of this division.

SALES OPPORTUNITIES

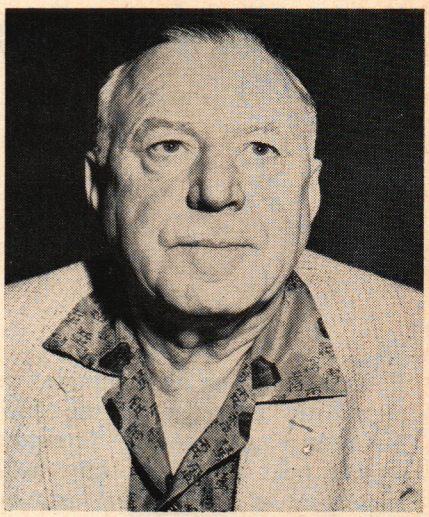
Chairman Floyd Weed of Tampa, Fla., outlined some of the problems confronting organization of taxicabs in the South. Progress was reported as "slow but certain."



JAMES R. HOFFA
Central Conference Chairman



MURRAY W. MILLER
Southern Conference Chairman



JOHN T. O'BRIEN
International Vice President

A highlight of the Warehouse Division, also in a Tuesday session, was the discussion of the area agreement with the Great Atlantic & Pacific Tea Company stores. The success of the agreement on an area basis will spell success in future pacts of similar type, it was agreed at this session. Weldon Mathis, Atlanta, Ga., was chairman of the division.

At the Wednesday session considerable discussion was devoted to problems of the Freight Division. A highlight of this session was the address by Vice President Hoffa. He set the stage for discussion of freight problems through comparing progress in this area with the difficulties experienced by Teamsters in the early days of organizing freight drivers in the South.

The success of the organization rests, said Hoffa, on cooperation not only on an area-wide basis, but also between area groups, especially with the Eastern and Central Conferences, whose work directly affects that of the South.

The Southern Conference decided to pursue organization in the area in which not only large operators, but small freight firms and small cartage firms would likewise be brought into the organization program, thereby insuring all Teamsters of a comparable wage structure in the South and Central States areas.

H. R. Moore, Jr., president and general manager of the Southwest Motor Freight Operators' Association, also spoke at this session, of which Glenn Smith, Chattanooga, Tenn., was chairman.

A final general session of the Southern Conference of Teamsters was held Thursday, July 12, at which several visitors spoke, including Vice President Hoffa, Harold Gibbons, acting director of the National Warehouse Conference; Rich-



GENERAL SECRETARY-TREASURER John F. English is shown speaking before a general session of the Southern Conference of Teamsters in Dallas, Tex. Delegates from all parts of the South attended the meeting.

ard Kavener, organizer of the Central Conference of Teamsters; Thomas Owens, director of the National Produce Division; Larry Steinberg, on special organization duty in the Philadelphia area, and Lewis C. Harkins, director of the National Cannery Division. Conference Director Murray Miller summed up the four-day session.

The new 5-cent per capita increase should materially strengthen the conference, Miller said. Of basic significance was the action taken requiring all local unions to affiliate with trade divisions and to be bound thereby by division policies and programs. Such programs are being worked out by majority action, it was pointed out. So extensive is litigation in the South which has "right-to-work" laws and many unfavorable aspects of regulation toward labor that the conference designated Nat Wells of Dallas, Tex., as legal coordinator. All actions originating in the South must be cleared through this office in order that appropriate action can be taken without impairing activities of Teamsters in other parts of the country.

The problem of litigation generally was discussed by the 20 attorneys at a lawyers' conference.

The climax of the annual session was the dinner at which General President Beck was the principal speaker and guest of honor. He was accompanied by Vice President Einar Mohn and Robert L. Graham from the Washington headquarters office.

President Beck complimented the conference on its advance, particularly on an 11 per cent increase in membership. He said that the industrial possibilities of the South were great and that he was certain Teamsters would make their proper contribution to that progress and growth. He said that there is a great challenge ahead not only in the South, but "all over America" to Teamsters. He said that the growth of the movement is proof of the great success of the conference idea through which a high degree of cooperation and coordination are achieved. He asserted that the Teamsters' Union is on its way to

(*Continued on page* 30)

MINNESOTAN PRAISES TEAMSTER EDITORIAL

AN EDITORIAL in the July issue of THE INTERNATIONAL TEAMSTER so impressed a Minnesota newspaper editor that he read it over Radio Station KROX in a newscast, according to a letter sent to General President Dave Beck. The newspaper is the Kittson County Enterprise, Hallock, Minn.

The editorial about which Editor C. W. Bouvette wrote President Beck was entitled "Trouble in the Farm Belt." The last paragraph of the editorial was particularly pertinent in the present discussions of farm problems:

"And so it goes. The farmer is not solely a political target or an object of great political solicitude. He is a major segment of the economy and he must get along—just as the purchasing power of workers in the city must be kept up. In all the conversation about the 'farm problem,' we need to keep a few elementary facts in mind and the most elementary is that we all depend on each other—farmer-worker-consumer."

The letter from C. W. Bouvette, editor of the Kittson County Enterprise, follows:

July 7, 1956.

Mr. Dave Beck, Editor,
International Teamster,
25 Louisiana Avenue, N. W.,
Washington 1, D. C.

DEAR SIR:

I want to compliment you for your editorial comment, "Trouble in the Farm Belt," on page 23 of your July edition.

We publish our paper in the heart of the Red River Valley which, as you know, is often referred to as the "Bread Basket of the World." Farms range in size here from 50,000 acres down to thousands of them consisting of only 160 acres, while the many are in the 320- to 480-acre class.

For many years, I have claimed in my editorial policy that labor deserved the support of the farmer because their interests were tied together so closely. I have always reasoned that a farmer's produce would not be worth 1 cent if it were not for the ability of labor to get it to processing centers and to redistribute it to the buying public in its many forms. This being so, Labor and Farmer are blood relatives and one cannot exist without the other. It certainly makes a fellow feel good to find Labor's mouthpiece, published way off in Washington, D. C., having such a fine grasp of the farmer's plight.

Today, in our 15-minute newscast over the facilities of KROX, we are reading your editorial and it will be heard all over the entire Red River Valley. Labor is a great institution, its work is noble and of the very highest concept. Those who toil for a living cannot help looking out of the portals of their lives into the golden lot of many of their foes and wonder why some categories of American life oppose them with such a vicious attitude.

For the good of America, your way of life in the industrial sections of our nation and ours close to the soil, I hope the administration is changed this fall and further that the new may dedicate its efforts to a friendly understanding of the problems Labor and Farmer face.

Fraternally yours,

CLIFFORD W. BOUVETTE,
Editor.



Opening session of the International Transportworkers' Federation in Vienna.



ITF BOUND — General President Dave Beck is shown boarding a Swissair trans-Atlantic airliner destined for Vienna, Austria where he was a delegate to the biennial congress of the International Transportworkers' Federation.

BECK PRESENT FOR ITF CONGRESS

NEW steps toward increasing the power and influence of free world labor were taken last month in the biennial congress of the International Transportworkers' Federation at Vienna, Austria. The session opened July 18 and closed July 26.

60 NATIONS

World union leaders from more than 60 nations met in Vienna to review activities of the ITF for 1954 and 1955 and to plan for a program of action during the next biennial period 1956-57.

General President Dave Beck was a delegate from the United States. The ITF represents transportation union members from the free world who work on land transport, on waterways transport and on the airways.

The biennial Congress opened July 18 with an address from H. Jahn, president of the ITF. He is a representative of the German Railwaymen's Union. The report from Jahn and from Omer Becu, general secretary of the ITF, related the activities carried forward by the Federation since the last congress.

NEED FOR LEADERSHIP

One of the chief problems during the biennial session was the concern expressed toward the developing areas of the world and the need for trade union leadership. The ITF is one of the chief organizations seeking to expand the benefits of unionism throughout the world. The other major trade union organization is the International Confederation of Free Trade Unions. General

President Beck has taken an active part in both organizations.

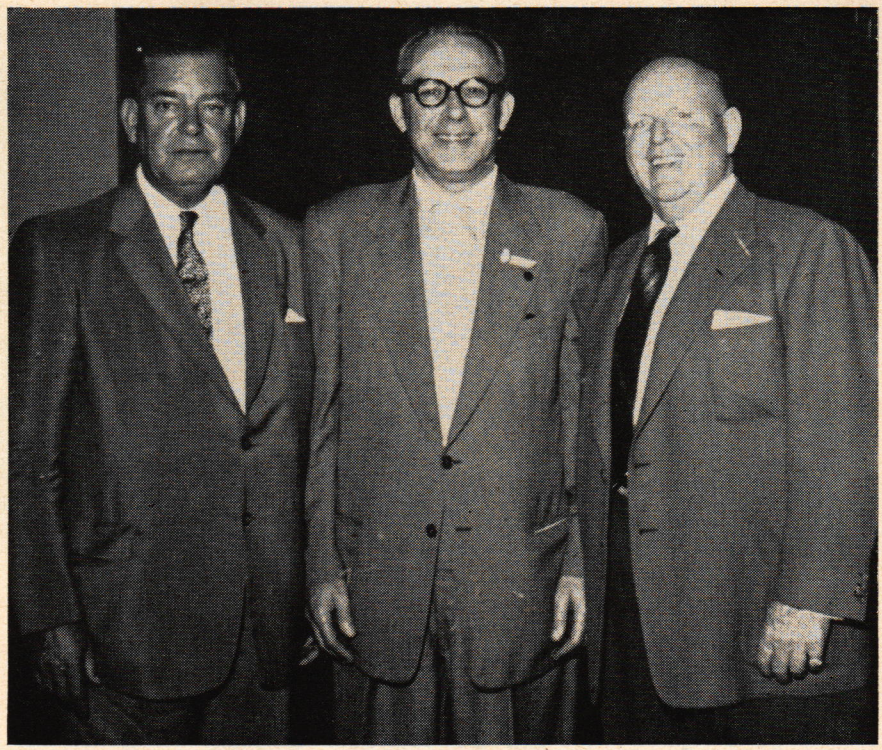
The ITF has been primarily an organization devoted to the interests of and supported by the union members from railways and from dock and seaman's unions. Recently, however, the growing importance of motor transport in all parts of the world has changed somewhat the focus of attention.

TEAMSTERS' ROLE

The International Brotherhood of Teamsters as the largest union in the world and with a major portion of its membership devoted to motor transport and immediately related work is looked upon as a factor of growing influence in world transport union circles. The place of the Teamsters in world transport was emphasized by General President Beck in his private conferences with delegates from other nations and in public declarations from the floor.

Since this issue of THE INTERNATIONAL TEAMSTER was prepared for press before the adjournment of the ITF Congress, a complete report of the sessions was not feasible.

SCENES AT ITF MEETING



George M. Harrison (left), president of the Brotherhood of Railway Clerks; Omer Becu, general secretary of the ITF, and General President Dave Beck at the opening session of the world meeting. Following the Vienna meeting, President Beck met with transportation and labor leaders of several countries to discuss problems common to the transportation industry.



Tom Yates (left), general secretary of the National Seamen's Union of Great Britain, with General President Beck at the ITF Congress. President Beck was a delegate. The congress represents leading transportation workers' union from nations of the Free World. Problems affecting transport workers on land, sea, air and inland waterways were on the agenda of the 1956 session.



W. P. Kennedy (left), president of the Brotherhood of Railway Trainmen, with General President Dave Beck at the ITF meeting which was held in Vienna July 18-26. Sixty nations sent delegates to the biennial meeting to discuss transport workers' problems. High on the agenda was a discussion on ways and means of extending the benefits of unionism to underdeveloped nations.

Zermatt, Switzerland, with the Matterhorn in the background.



ONE of the world's most interesting airlines and one with a close kinship to America recently rounded out its twenty-fifth year of service—Swissair, the airline of Switzerland.

This is the line on which General President Dave Beck flew to the biennial congress of the International Transportworkers' Federation at Vienna. Mr. Beck was high in his praise for the quality of service of this airline, a view which apparently is shared by many whose goodwill and patronage have helped make it one of the most successful airline operations in the world.

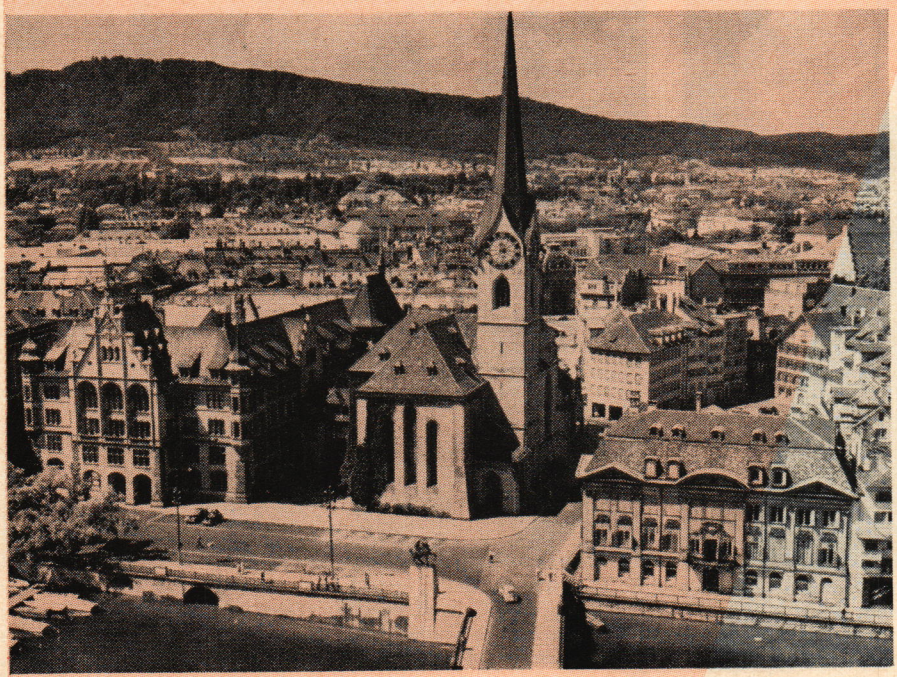
Swissair had its origin in 1919 with the Ad Astra line and later with Balair in Basel, Switzerland.

25 YEARS OF SERVICE *by* SWISSAIR

These were merged in 1931 into Swissair. At first this line had only nine pilots and 12 other crew members for its 11 small craft covering a limited network of European cities.

Today Swissair has 500 in its flight personnel and 25 modern luxury planes covering more than 34,000 miles in Europe, the Near and Middle East and North and South America.

In 1932 Swissair created a sensation when it introduced the Lockheed Orion, first American plane to be used by a European airline. The Orion was twice as fast as any other airliner flying in Europe and went far toward establishing Swissair prestige. Later DC-2s and DC-3s were added. Today the DC-6B and the Convair are the workhorses of the airline and soon the DC-7s will be in operation. When the DC-8 jetliner is off the production line Swissair will be one of the first to put it into service. Swissair has been



Zurich, Switzerland, headquarters of Swissair.



flying the Atlantic in New York-Switzerland service since 1949.

The Swiss are proud of their line and boast that the same reputation for craftsmanship won by their watches and for hospitality and good food won by their hotels help make up Swissair service. Incidentally, unlike some European lines most of the capital of the airline is in private hands—70 per cent to be exact; the balance is held by state institutions.

One of the busiest men in the entire Swissair system is Charles Rusterholz, Zurich, chief of passenger, interline and agency relations. His work in this focal point of European air transport has been highly praised by air travelers.

The ports of call of Swissair read like a world atlas, originating in Zurich, airline headquarters, and fanning out to such places as Amsterdam, Brussels, Basel, Bern, Geneva, London, Manchester, Paris, Nice, Madrid, Barcelona, Lisbon, Dakar, Recife, San Paulo, Rio de Janiero, Cairo, Tel Aviv, Beirut, Damascus, Istanbul, Athens, Belgrade, Rome. Milan, Vienna, Munich, Innsbruck, Dusseldorf, Frankfurt, Stuttgart, New York.

One traveler characterized the operation as "a fine airline serving a beautiful country," a characteristic which is underscored daily as Swissair flies its 12 million miles a year, hanging up new records in safety and service.

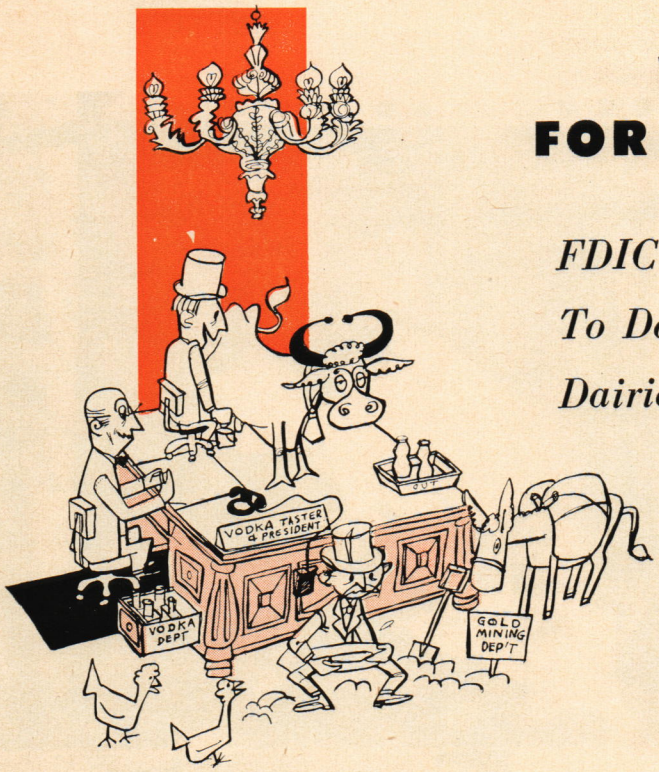
Above—Luxury travel aloft in a Swissair sleeper. The airline expects to put into service new DC-8 jetliners as soon as they are available from the American manufacturer.



Center—Bern, capital of Switzerland. Swissair serves cities along 34,000 miles of its airline network in Europe, the Middle East, Africa and the U.S.A.

Below—Kloten Airport, Zurich, home base of Swissair, the airline of Switzerland.





WACKY CHORES FOR AUSTERE BANKERS

FDIC Liquidators Are Called On To Do Everything from Running Dairies to Repairing TV Sets!

EVER see a banker repair a TV set or milk a cow or sell 114-proof vodka, run a potato farm or operate a newspaper?

These activities, regarded as slightly off the beaten path of orthodox banking practices, are only a few of the things which have to be done in the line of duty in the business of operating an agency which insures bank deposits.

How do these things come about anyway?

Remember the thirties, the depression days when banks were closing down right and left? Remember the bank holiday of 1933? In the 22-year period just before January 1, 1934, a total of 15,679 banks failed and they reperesented the assets of millions of Americans and, in too many cases, the complete assets and life savings.

INSURANCE NEEDED

The demand in those early days of the New Deal was for some form of bank deposit insurance. Legislation was worked out, a law was passed and by 1934 the Federal Deposit Insurance Corporation was in business. This agency insures deposits in banks up to $10,000 per deposit. The small sign you see when you go in your bank, "This bank is a member of the F. D. I. C.," means that it is a member of the nationwide deposit insurance system and pays an assessment for its membership. It also means that if you have money on deposit in that bank, your money is insured—up to $10,000.

400 EMPLOYEES

That's where some of these peculiar activities come into the picture. The F. D. I. C., located in the National Press Building in Washington, has some 400 employees doing a variety of things incident to running a national agency for bank deposit insurance—economists, researchers, analysts, etc. In the field are even more people, most of whom are in the examination and liquidation departments.

In order for a bank to deserve the insurance membership in the corporation, it must comply with certain standards and practices and the corporation has a big crew of examiners to see that the members do so comply.

Compliance must be pretty effective, because in the 22 years since the F. D. I. C. was established, only 532 banks have failed, as compared with the 15,679 in the same period before the F. D. I. C. But when for some reason a bank is—as the liquidation experts politely put it—"in difficulty," then we see a variety of manifestations take place.

The job of the F. D. I. C. is to see that bank deposits are safe, and if a bank is in danger of closing for any reason—and bad management seems to head the list—the liquidators step in to see what can be saved out of the assets which a bank may have in its portfolio. And what assets often turn up!

UNUSUAL CHORES

H. Earl Cook, chairman of the F. D. I. C., in an address at the University of Wisconsin recently, listed some of the unusual chores which liquidators have to undertake in salvaging assets for depositors in a closed bank. This list was elaborated on somewhat by experts from the liquidation department of the corporation recently.

Real estate is a fairly common asset which turns up in a failed bank. But there is often a wide variety in the type of real estate varying all the way from downtown office buildings to rice plantations, grazing lands or farms of various

types. Recently the corporation found itself with 43,000 acres of grazing lands scattered across Middle America from North Dakota to Louisiana.

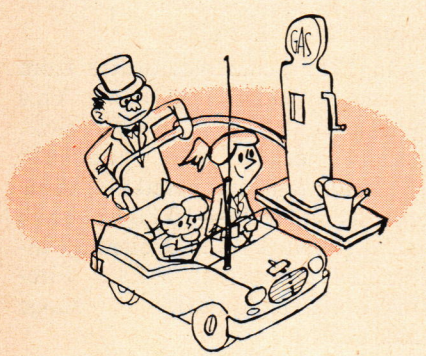
The corporation often finds itself with a dairy on its hands and in one eastern city it operated a dairy for two years—at a profit, we trust. Since the law provides for insurance of deposits, the pressure to make a quick sale and realize what money may be possible is no longer present, the corporation can undertake to handle the assets in such a way as to realize the greatest possible value. Thus it has been found wiser to run a dairy farm for months and even years rather than liquidate at once at a heavy loss.

POTATO FARMS, TOO

The corporation now owns several potato farms in Aroostook County, Me., home of some of the nation's most famous potatoes. A gold mine is another asset on the books. This one is in Idaho and gold has been mined there, but economically it apparently is not wise to attempt operations at the present —and at the present price of gold. But if uranium should be on this property—wow!

The corporation found itself with 7,000 cases of 114-proof vodka on its hands as part of a liquidation operation. A quick sale was made and the vodka turned into cash pronto. A batch of liquor turns up now and then and if it's clear of any customs or tax liens, it is converted into ready cash. The corporation found itself with a brewery in its possession as the result of the interest of an upstate New York bank in a little side business.

The corporation also owns oil rights in the famed Williston Basin area of North Dakota, which has been a hot spot for petroleum exploration the last few years. Liquidators, despite their reputation for being eminently practical men—and their record over 22 years seems to confirm it—get a slightly faraway look in their eyes when they contemplate the possibilities of oil gushers in the Williston region or uranium possibilities in a worked-out gold mine.



Apple orchards have come into the corporation's control. Some fine apple orchards in the Wenatchee country in the state of Washington have wound up operated by the corporation's liquidators. But orchards and mines and dairy herds are not the only types of off-beat activities which the corporation engages in.



APPLIANCES, ANYONE?

Now and then an appliance concern will be found in a failed bank's portfolio. And the corporation has actually found itself in the business of selling and servicing refrigerators, radios and TV sets. It has also found itself running filling stations and in at least one case a gas company. In Pennsylvania the corporation had to operate a daily newspaper which apparently had been in hock to a bank which had been forced to close. The liquidators operated the paper for a while until they could get a purchaser.

Those noting all the sundry activities in which corporation liquidators supervise may get the mistaken idea that the corporation has on its payroll a wide variety of experts—farmers, merchants, publishers, appliance repair men, vodka tasters, etc. Such is not true. When the corporation has to realize on the assets of a closed bank and has to undertake unusual tasks, it employs on a temporary basis the necessary type of personnel.

BUILT-IN MANAGERS

More often than not the people needed with the special knowledge of the business, service, or trade involved will be found in the asset itself. For example, if the liquidators have to take over a dairy which may have been in a bank portfolio, it does not have to go out and find managers, milkmen and other dairy workers. The chances are that the people running the dairy keep on with their work—the ownership and proceeds are channeled to a different place.

One banker in the West had a penchant for the ponies and when his bank got into difficulties, the liquidators found themselves with a string of race horses. Needless to say they did not go into the racing business—they were able to realize cash from the racing stable without difficulty.

While bad management seems to account for most of the difficulties of banks, there is some embezzlement—some people think they can still put their hands in the till and not get caught. Regardless of the cause of bank difficulties or failures, the F. D. I. C. is on the job—and in a hurry to protect the deposits and assets of the institution.

The corporation is called upon to handle the manifold jobs incident to realizing on the assets of closed banks. That it is doing a good job would appear certain from the record it has made since the troubled days of the early thirties. Good banking practice, careful supervision, thorough examination and insistence on compliance with proper standards have all added up to making the nation's deposit insurance system a safe one.

And if any of the many public or quasi-public activities started in the interests of the general welfare in the early thirties had to go, it is a pretty sure bet that bank deposit insurance would be about the last the American people would relinquish. We all feel a real sense of security when we know our money in deposit is insured.

Here's the 1955 Traffic Story:

38,000 Dead; 1,350,000 Injured;

$4.7 Billion in Money Losses!

IT ADDS UP TO A NATIONAL DISGRACE

THE very next time you hear the chilling wail of a siren and see the ominous flashing red light of an ambulance, the chances are it is speeding towards another traffic accident.

These ambulance men can tell you the human story. The faces distorted in pain, or immobile in sudden death. But this story is an impassionate one about statistics and numbers rarely influence emotions. Unless—you happen to be a number.

If you *were* a number last year, then you would lie somewhere between 1 and 38,300, *permanently*.

This is your story.

Motor vehicle deaths in 1955, according to *Public Safety* magazine, total approximately 38,300. This exceeded the recent high total of 37,955 in 1953, and was the highest since 1941 when 39,969 people died.

8 PER CENT HIGHER

The 1955 total was nearly 8 per cent higher than the 1954 revised and final count of 35,586. The 1955 death total is based on preliminary information and is subject to change as more complete figures become available.

For those who like their statistics in easily digestible form, this is the 1955 traffic story:

38,300—deaths.

1,350,000—injuries.

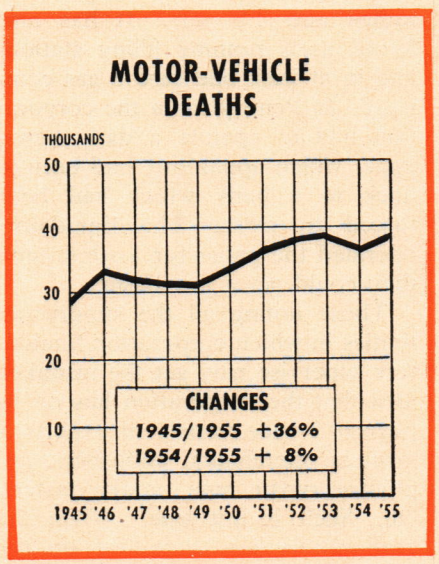
$4.7 billion—costs (this figure includes wage loss, medical expense, overhead cost of insurance for accidents, etc.) for the total of 595 billion miles traveled.

6.4—death rate (per 1 million vehicle miles).

Monthly death totals in 1955 were higher than in the corresponding months of 1954 in every month except January and February. The increases, which started with a 5 per cent rise in March, jumped to a 12 per cent hike by July and stayed near this level for the last six months of the year.

S-D DAY IMPACT

Not even the impact of S-D Day could halt the sharply higher monthly totals, although during the 21-day S-D Day period (S-D Day plus 10 days before and after) deaths actually were fewer than during the same period of the previous year.



Preliminary gasoline sales figures indicate that motor vehicle travel increased in 1955 to the highest level in history. For most of the year, the increase in travel was greater percentage wise than the increase in deaths and resulted in a record low mileage death rate for many months.

INCREASES TAPERED OFF

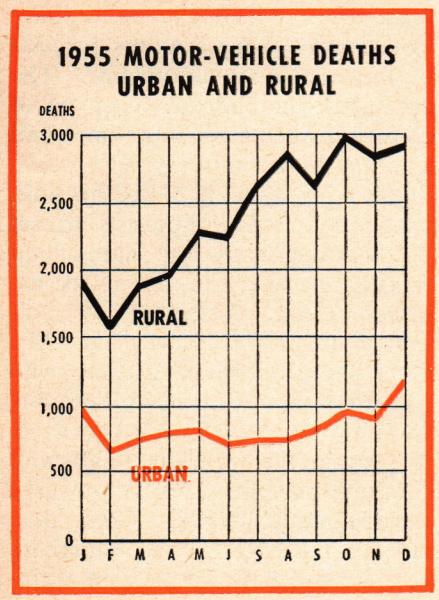
During the later months of the year, however, the mileage increases tapered off while the death rate stayed high. At the end of 11 months, the mileage death rate was unchanged from the previous year, but for the entire year the death rate ran higher than in 1954. Preliminary figures show a rate of 6.4 deaths per 100 million vehicle miles in 1955 compared with 6.3 in 1954.

As shown in the following preliminary figures, there was an increase in deaths in nearly every type of accident. The biggest numerical increase occurred in multiple motor vehicle, non-collision, and pedestrian accident:

Type	1954	1955
Multi-Vehicle	11,750	13,250
Non-collision	12,550	13,200
Pedestrian	8,000	8,400
Fixed Objects	1,500	1,600
Railroad	1,269	1,300
Bicycle	400	450
Animal	80	80
Streetcar	28	20
Total	35,586	38,300

Preliminary figures indicate that the 5-14, and the 65 and over age groups escaped the increase in deaths in 1955. Among the other groups, the increases were uniformly high with the 25-44 showing the highest frequency in 1955, 11,800 deaths. This figure represents a 9 per cent increase over 1954.

(In 1955 accidental deaths from all causes totaled 92,000. This figure included non-motor-vehicle, home accidents, work accidents, etc. Fatal falls numbered about the same as in 1954—19,800; burns, unchanged at 6,100. Drownings increased 1 per cent to 6,400. Firearms deaths totaled 2,300, no change from 1954.



Work accidents killed 14,200 in 1955—up 200 deaths over the preceding year. Nearly 2 million were injured in work accidents last year; up 50,000 from 1954. Total all-industry employment was 3 per cent more than in 1954; in manufacturing alone, 5 per cent more.

The nine-month death total for railroad accidents was 1,808; up 1 per cent from 1954. Injuries numbered 19,888 or 6 per cent more than in the same months of 1954.

Grade crossing deaths from all causes totaled 1,377 in 1954.

Passenger deaths numbered 12, compared to 23 for the same months of 1954.

AIRCRAFT DEATHS

There were seven fatal accidents (excluding two propellor accidents) during 1955 in the domestic passenger-carrying operations of scheduled air carriers, in which 156 passengers, 21 crew members and two occupants of another plane were killed. The passenger death rate per 100 million passenger-miles, based on preliminary information, was 0.75.

All home accidents killed 27,000 in 1955—down 2 per cent from 1954. During the same period of last year over 4 million were injured in home accidents. The principle reductions by type of accident were: poisons, poisonous gas and mechanical suffocation.

Fire losses (property destroyed by fire) in 1955 totaled $885 million, or 2 per cent more than 1954).

Traffic deaths in 1955 were sharply higher than in 1954 in every region of the country except the Mountain Region, where they were down 2 per cent. This was diametrically opposite to the situation in 1954 when deaths were down in all regions except the Mountain Region, where they were up 1 per cent.

13 WITH FEWER DEATHS

Among 47 states reporting for the entire year only 13 had fewer deaths than in 1954 while 34 showed increases. And among the 13 states, the decreases were mostly small.

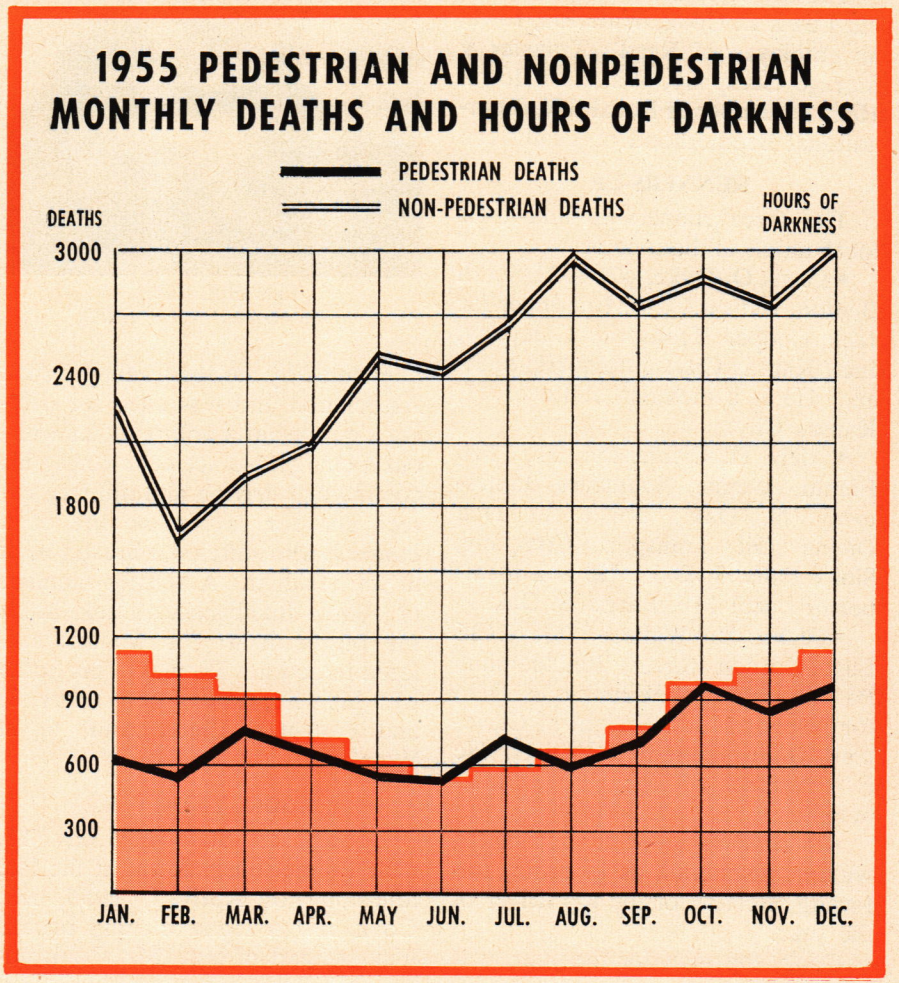
Among 531 cities reporting for the entire year, 207 had fewer deaths, while 232 had more deaths and 92 reported no change (mostly perfect records).

Perfect records in December were reported by 326 cities, of which the three largest were: Salt Lake City, Utah, (182,100); Hartford, Conn., (177,400), and Canton, Ohio, (116,900).

Perfect records for all of 1955 were reported by only 81 cities, and of these the three largest were: Medford, Mass., (66,100); Muskegon, Mich., (48,400), and La Crosse, Wis., (47,500).

VITAL STATISTICS ESTIMATES

(All 1953 figures and the 1954 total are from N.O.V.S. All other figures are National Safety Council estimates. The 1955 national estimate is arrived at by assuming that the percentage change from 1954 to 1955 in the states reporting for both years reflects the 1954-1955 change in the entire country. Since national estimates made in this way become more accurate as more states report, revisions are made from time to time as new reports are received for the various months. For this reason the figures quoted for 1955 may differ slightly from figures for the same monthly.)



Teamsters Sweep All Awards In Annual ATA Competition; Louis E. Cook Is Top Winner

IOWAN NAMED 'DRIVER OF YEAR'

THAT the best professional truck drivers in the nation are Teamsters was proved once again with the announcement of the "driver of the year" and the three runners-up. All are members of the International Brotherhood of Teamsters. Selections were made by the American Trucking Associations.

The driver of the year is 33-year-old Lewis E. Cook, Waterloo, Iowa, an employee of Reed's Transfer & Storage Company, Waterloo, Iowa. He is a member of Local 650, International Brotherhood of Teamsters.

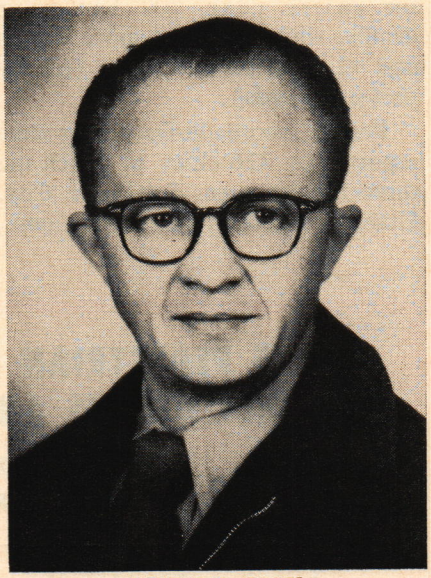
RUNNERS-UP

The three runners-up and their local union affiliations are:

- Lewis O. Duke, 47, 7021 South Benton, Kansas City, Mo., driver for Jack Cooper Transport Company, Inc., Kansas City, automobile haulers. He is a member of Local 41, Kansas City.
- Alerd H. Clemenson, 32, 1110 Eighth Avenue, Southeast, Jamestown, N. Dak., driver for Dan Dugan Oil Transport Company, Sioux Falls, S. Dak. He is a member of Local 116, Fargo, S. Dak.
- Glenn B. Wallace, 33, 2426 East Gordon Street, Philadelphia, Pa., driver out of Wilmington, Del., for Anchor Motor Freight of Cleveland, Ohio, automobile haulers. He is a member of Local 107, Philadelphia.

All runners-up were designated without distinction as to order, following selection of the top driver of the year.

Cook, top man for the year, was



LEWIS E. COOK
1956 "Driver of the Year"

nominated by the Iowa Motor Truck Association and was cited for driving a quarter of a million miles without a chargeable accident during his commercial driving and military career and for saving the life of a motorist who suffered a broken neck in an accident. A former member of Army Intelligence, Cook holds the purple heart for wounds suffered in action. He makes his home with his wife, Gladys, son, Larry, 8, and daughter, Linda Ann, 6, in Waterloo.

LOOSE ENDGATE

Driving on State Highway 17, near Emmetsburg, Iowa, in the late afternoon of April 5, 1955, Mr. Cook saw a sedan coming toward him. Ahead of him, Mr. Cook noticed the loose endgate of a state-owned truck swing out into the path of the oncoming automobile. The car struck the endgate, went out of control, turned over four times and smashed into a utility pole.

Mr. Cook quickly halted his unit, called on passing motorists to set out warning flags and flares, and reached the wreck in time to see the driver, Linn Foderberg, 37, of Estherville, Iowa, crawl clear. Mr. Cook restrained Mr. Foderberg, who was semi-hysterical and suffering from two fractured neck vertebrae, to prevent further injury, and with furniture pads from his van covered the injured man. Mr. Cook then aided a passenger in the Foderberg car, Donald Berenger, 25, of Ruthven, Iowa, whose pelvis was fractured, and dispatched a motorist to call an ambulance.

"Had not Mr. Cook stayed with me and assisted me," Mr. Foderberg later wrote, "I might have had permanent injuries, paralysis, or perhaps might not have survived. I feel that I owe my life and good fortune to Mr. Cook."

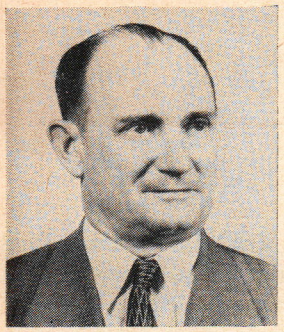
TWO OTHER ROLES

Twice previously Mr. Cook had played a key role in giving aid to those injured on the highway. Once he gave first aid to an ambulance attendant who had tumbled from a speeding ambulance when its rear door opened accidentally. On another occasion, Mr. Cook put a tourniquet on a woman's severely lacerated leg after her car and house trailer overturned. On both occasions Mr. Cook assisted highway patrolmen in controlling traffic.

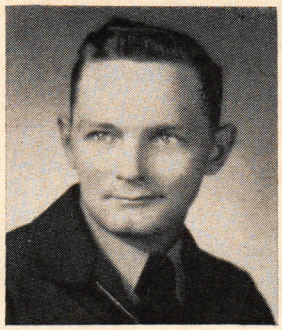
Safety experts point out that Mr. Cook travels over 50,000 miles each year, part of the time over roads not always familiar to him, since the moving van he pilots is destined for any of the 48 states. In view of these facts his long record of accident-free driving is especially noteworthy, these experts said.

Mr. Cook began his professional driving career in Fort Dodge, Iowa, driving delivery and gravel trucks.

During his Army career, he drove Army trucks under battle conditions. He also served as an intelligence man assigned to paratroops, with the Signal Corps, and with the artil-



LEWIS O. DUKE



A. H. CLEMENSON



GLENN B. WALLACE

lery, and saw action in North Africa, Sicily, Italy, France and Germany.

Following the war, Mr. Cook drove a city bus in Fort Dodge, Iowa, and later drove an intercity bus from Fort Dodge to southern Minnesota points.

In 1946 he decided to go to college, and moved to California to attend the Pasadena Junior College under the GI bill. While a student, he suffered an attack of paralytic polio which affected his right leg, forcing him to wear a brace for a part of the 15 months it took him to recover.

BEGAN DRIVING AGAIN

Once completely recovered, Mr. Cook began driving again. Some 15 months later he returned to Iowa and set up his own private detective business in Waterloo. He gave up his enterprise in October, 1954, to go to work for Reed's Transfer and Storage Company and North American Van Lines.

His employers say he practices—and preaches—"defensive driving"—one of the most effective means of avoiding accidents. That is, he tries to anticipate situations that might result in an accident.

Mr. Duke was cited for a record of nearly one and a half million miles without a chargeable accident in 24 years of commercial driving, and for his first aid to a woman, her 4-year-old daughter and 4-month-old baby after their car had overturned in a collision with a farm tractor, on Route 42 between Clearwater and Viola, Kans., September 21, 1955.

Mr. Duke is credited with likely having saved the infant's life after finding the baby in a wheat field 30 feet from the wreck, choking from dirt in its mouth. He washed the baby's mouth out, restoring normal breathing.

Mr. Clemenson was honored for his outstanding safety record covering over 800,000 miles and for giving first aid to two men knocked unconscious when their car failed to complete a curve and rolled into a field, on State Highway 20, near Munich, N. Dak., July 29, 1955. Because of his quick action, Mr. Clemenson was credited with helping to save the life of one of the men who had a fractured spine.

Mr. Wallace earned his honorable mention citation for having driven more than one million miles without a chargeable accident and for his action in saving the life of a badly injured woman whose automobile hit an abutment at an overpass on the Pennsylvania Turnpike during a snowstorm, November 19, 1955.

Finding the woman sliding down an embankment, Mr. Wallace inched down the slope and caught her before she slid off a concrete apron to the other roadway 18 feet below. Not having enough footing to haul her up by himself, he held on to the woman for 90 minutes, his leg hooked around an iron stake, until two men who stopped to investigate helped him to pull her to safety.

Judges for the driver of the year contest for ATA were Undersecretary of Commerce Lewis Rothschild, W. Y. Blanning, director, Motor Carriers' Bureau, Interstate Commerce Commission, and Arthur C. Butler, director, National Highway Users' Conference.

Both the American Trucking Associations and the International Brotherhood of Teamsters believe that the designation of the "driver of the year" awards at the state and national levels serve to encourage better and safer driving on the part of the motor transport industry.

Sebastopol Workers Get Charter

The long and at times grim "Sebastopol story" had a happy ending last month when a charter was installed for Local 22. On July 8, Western Conference of Teamsters' Director Frank W. Brewster installed Local 22, which represents 22 plants in the apple area 50 miles from San Francisco. Increased wages, decreased hours, improved standards and a union shop were won.

The new charter covers some 2,700 workers in a 22-plant union shop agreement. Unionization in the Sebastopol area represents a great victory for labor in a region which has successfully resisted organized labor. Long hours, sometimes a 12-hour day, and substandard wages were the order of the day before the Teamsters' victory.

MANY JOIN EFFORTS

Organization was achieved through the joint efforts of many, including the Western Cannery Council, the Western Conference of Teamsters, joint councils in the West and other unions. Included among those who cooperated were the Retail Clerks, the California State Federation of Labor, the Bay Area Labor Council and the Western Warehouse & Produce Council. Teamsters were successful in invoking a consumers' boycott of Sebastopol products.

During the long strike the union purchased for $15,000 a building and used it for strike headquarters. Refusal to rent to the strikers had compelled the Teamsters to procure their own building which served not only as strike headquarters but as a commissary as well.

Financial assistance was given by Joint Councils 7, San Francisco; 28, Seattle, Wash.; 36, Vancouver, B.C.; 37, Portland, Oreg.; 38, Sacramento, Calif.; 42, Los Angeles; 71, Phoenix, Ariz., and 54, Denver, Colo. The strike was supervised by Pete Andrade, director of the Western Cannery Council, and Organizer William Grami.

When the victory was won, the union issued a complete story of the struggle in the form of an illustrated brochure.

TEAMSTER TOPICS

Silver Dollars

Three members of Local 584 of New York received the Weissglass Dairy "silver dollars" awards May 23 for long service at the wheel of dairy trucks without accidents.

Roy Van Name was cited for a record of 23 years without accident, while Bill Schaffer had 22 years and Chick Chickle went 17 years with no mishaps.

New JC 13 Home

Harold J. Gibbons, president of Joint Council 13, St. Louis, has announced the purchase of the sleek Magic Chef home office building in St. Louis. The six-story building, just completed in 1948, is nationally known as an example of fine contemporary architecture. It had been vacant since June 1 when Magic Chef executive officers and sales personnel were moved to new quarters adjacent to the company's St. Louis plant.

Gibbons said the building had been acquired for use by all Teamster locals in St. Louis in order to provide urgently needed space and to make for closer cooperation between the area affiliates. The 16 locals in St. Louis previously occupied five separate locations.

The building will be renovated and remodeled to provide meeting halls, conference rooms and office rooms to meet Teamsters' needs. The completely air-conditioned building has in excess of 50,000 square feet of floor space. A large surfaced parking lot is located at the rear of the building.

E. P. Tobin Elected

Edmund P. Tobin, son of the late General President Emeritus Dan Tobin of the Teamsters, has been elected chief executive officer of Union Labor Life Insurance Company.

Mr. Tobin was named to replace the late Matthew Woll, founder and long-time president. The company has 52 AFL-CIO International and national affiliates and hundreds of unions on the local level.

Mr. Tobin has been a representative of the life insurance company for 29 years and was elected the second president in 1955 when Mr. Woll was named general executive chairman. During his first year as administrative head, total life insurance in force increased by more than $33 million, with a 17.2 per cent gain in assets.

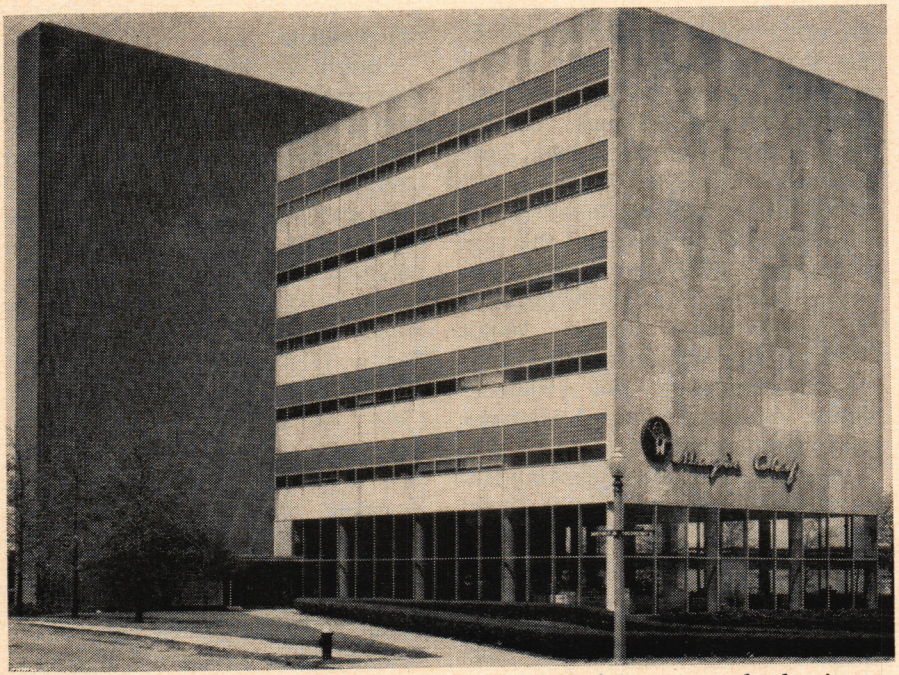
Member Wins Thanks

Lester J. Lussier, a driver for the Bond Bread Company and member of Local 404, Springfield, Mass., has received thankful letters from two of many motorists to whom he passed out baked goods last March when a late season blizzard hit near Charlton, Mass., and made highways impassable.



Lester Lussier stands by the cab of his Bond Bread truck, from which he passed out baked goods to stranded motorists late this spring.

Lussier was driving his truck over the road when the blizzard hit. The line of scores of autos was stranded from a Friday afternoon until late Saturday morning. Early Saturday



This is the handsome new home of Joint Council 13 and sixteen area local unions.

Lussier began passing out baked goods to the motorists, many of whom had not eaten since lunch the day before.

Two motorists later took the trouble to write the company and thank the unknown truck driver who had been so kind. The manager also wrote Lussier, thanking him for building such good will for the company.

Teamster Graduates

Harry Brinker, Local 726, Chicago, has graduated from the Seventh Annual Union Officers' Program at the University of Chicago. During the course, which ran from October through June, the 25 students covered such topics as collective bargaining, grievance procedure, public relations, labor economics, labor law, labor history, community relations, arbitration and foreign labor.

Speaking at the graduation ceremonies was William A. Lee, president of the Chicago Federation of Labor.

'Man of the Year'

Pat Mackey, secretary-treasurer of Local 406, Grand Rapids, Mich., has been named labor's man of the year in Grand Rapids.

He was cited for building the 6,000-member local into one of the strongest unions in the area, for helping to negotiate about 200 contracts a year and for his continuing interest in civil defense and the Community Chest.

Thanks Magazine

Melvin J. Maas, chairman of the President's Committee on Aid to the Physically Handicapped, has written General President Dave Beck thanking him for the publication of the article, "Hiring the Handicapped," in the March issue.

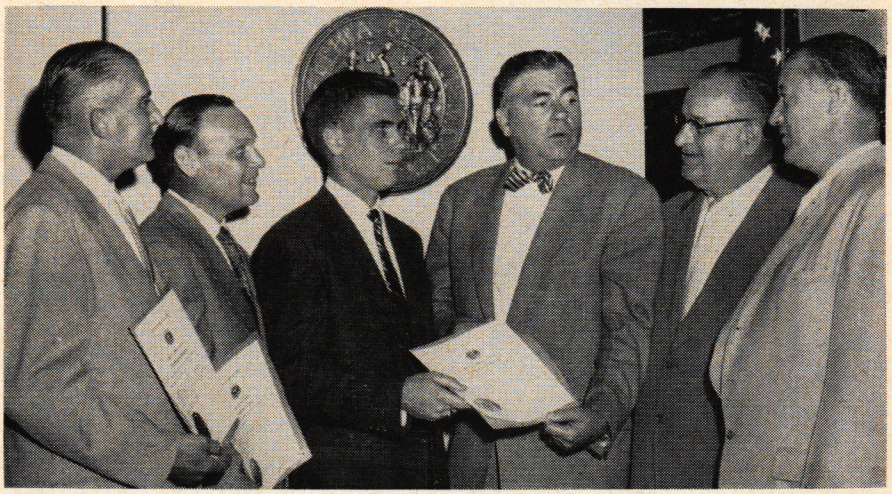
"It is support of this nature that brings our message into thousands of homes and of members of organized labor. We feel that it is just as important to develop employee acceptance of the handicapped worker as it is to persuade employers to give them job opportunities. It is a two-way street," Mr. Maas wrote.

Promoting Milk and Teamsters



'Milk Is Your Best Buy' was the theme of the exhibit at the Upper New York State Dairy Council at the Jamestown Union Label and Service Trades Department convention and Labor-Management Exhibition. From left are Mayor Carl Sandburg, his daughter, Hubert Maybee, Fred J. Keldorf, president of the Joint Council 17 and Local 645, Rochester, and William Laughlin, Sheet Metal Workers' Local 324 president. Drinking milk in the foreground are Mayor Sandburg's two sons.

Philadelphians Receive Pasteur Awards



Receiving Pasteur Merit awards are, from left, James Vanderslice, George Pasini and Jack Steel. Others are Police Commissioner Thomas Gibbons; Business Agents Wayne Chalfant and William Kaiser.

Three members of Philadelphia's Food Driver Salesman, Dairy and Ice Cream Workers' Local 463 have been presented awards for community service by the police commissioner.

The awards, Pasteur Medals of Merit, went to Jack Steele for applying a tourniquet to a policeman who was severely cut when a ladder fell through a window with him; George F. Pasini, for aiding motorists badly hurt in an auto overturned onto railroad tracks, and to James Vanderslice for his part in apprehending a burglar.

ORGANIZING DRIVE IN PHILADELPHIA

The kickoff to recruit upwards of 20,000 new members into Joint Council 53, Philadelphia, Pa., was launched with the appointment of Bernard J. Marcus, business agent of Teamsters' Local 169, Philadelphia, as director of organization.

The announcement was made by Raymond Cohen, chairman of Joint Council 53 Organizing Committee, and Lawrence N. Steinberg, personal representative of General President Dave Beck.



BERNARD J. MARCUS
Will direct Philadelphia organizing drive.

This drive represents a quarter of a million dollar organizational effort to be conducted jointly by the International Union and Joint Council 53, encompassing the four-state area of the council, Eastern Pennsylvania, Southern New Jersey, Delaware, and the Eastern Shore of Maryland.

Cohen stated that this drive would be the largest and most intensive ever attempted in this area by any labor organization in the past 20 years.

$114,000 CHECK

To initiate the campaign, Joint Council 53 presented a check for $114,000 which was matched by an equal sum from the International Union for organizing purposes.

Lawrence N. Steinberg, coordinator of the drive representing the International Union, said, "I am extremely gratified with the degree of cooperation our newly appointed director is receiving from all of our affiliated unions. With their continued cooperation, our drive will result in a resounding success."

Marcus, the new director of organization, has been associated with the Teamsters since 1935. He was a local executive board member at 19 and a business agent at 27.



The executive policy committee of Joint Council 53 organizing committee, Philadelphia, holds a strategy session. Seated (left to right): John B. Backhus, joint council president; Raymond Cohen, committee chairman; Bernard Marcus, director of organizing for the drive, and Lou Lanni. Standing: Leo Namey, Peter Schultz, Albert Sabin, Edward Hartsough and Larry Mullen.

HARVARD 'GRAD'

Son of a truck driver, Marcus attended the University of Pennsylvania for three years at night and was the first Teamster in the United States to graduate from Harvard University's Trade Union Program. He received Ranger training with the 66th Infantry Division and served overseas during World War II.

Marcus is married and has one daughter. Active in many community affairs, he will continue to reside in Philadelphia.

Conference

(*Continued from page* 17)

"greater days ahead" and that only through cooperation, coordination and a strong sense of responsibility could the goals ahead be reached.

One of the outstanding characteristics of the conference, General President Beck was told by Conference Chairman Miller, was the unity in which the delegates applied themselves to their tasks. The general president said that he felt certain that in the year ahead unity and cooperation in the South would achieve even greater progress.

Policy Committee of Southern Conference

Chairman Murray W. Miller announced the Policy Committee for the coming year for the Southern Conference as follows:

Texas: Glen Bailey, Fort Worth.

Oklahoma: James Hamilton, Oklahoma City.

Arkansas: Odell Smith, Little Rock.

Louisiana: Charles Winter, New Orleans.

Alabama: Morris Alpert, Mobile.

Mississippi: L. M. Hoover, Jackson.

Georgia: R. C. Cook, Atlanta.

Florida: J. W. Morgan, Tampa.

Tennessee: Don Vestal, Nashville.

Kentucky: John Mohfield, Paducah.

WHAT'S NEW?

Longer Life Claimed For Electrode Alloy

Designed to meet the higher combustion-chamber temperatures developed in modern engines is a new electrode alloy being adopted for use in a full line of automotive-type sparkplugs. Claiming it will increase sparkplug life and improve operating efficiency at all ranges of operation, the manufacturer cites tests conducted on truck lines in all parts of the country showing that plugs using this alloy lasted from 180 per cent to 420 per cent longer than present models. The operating range, he states, is broadened up to 30 per cent by the alloy which is said to withstand temperatures of more than 1,700 degrees F. at maximum power output.

Drum-Lift for One-Man Operation

Through the lifting power supplied by a foot-operated hydraulic jack, which raises drums for pouring to a height of 53 inches, one man can now handle steel drums, fibre drums and acid carboys weighing up to 750 pounds. Three hundred sixty degrees of drum rotation is permitted by the easy-lock girdle that grips the drum firmly, and brakes are also provided to hold the drum at any angle. The versatile device can also be used to stack drums or mix barrel contents.

Greater Strength in Steel Load-Binder

Drop-forging is cited for the greater strength of a new all-steel load binder, which though lighter in weight is stronger than those made of malleable steel. This steel forging is used for the ball and socket, the hook, the one-piece fork, lugs and handle and the links are electrically welded. This construction is also said to insure a more uniform binder, adequate for the diameter of chain recommended for any job.

Electric Timing of Automotive Engines

Using their product, an electric timing device, mechanics can adjust automotive engines to the correct firing point in one-tenth the hand-operation time, says an Ohio manufacturer. Operating stroboscopically while the engine runs, the unit is tripped by connecting it to the No. 1 sparkplug. It is handsomely housed in a plastic cylindrical casing.

Present New Line Of Bumping Tools

A new line of fibre bumping tools claims excellent performance without the need to disassemble and repaint when used for minor body repairs. The complete set contains five tools, each with a different end contour. Four come with concave, convex, chisel point and square ends; the fifth is long and thin to fit hard-to-reach places. The manufacturer is located in Philadelphia.

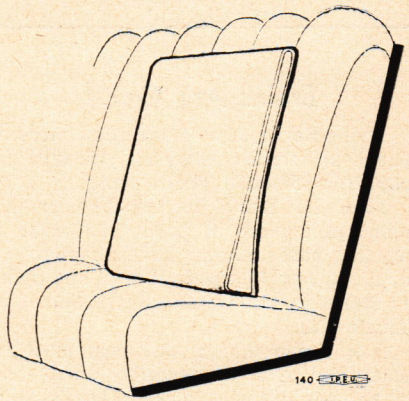
Advantages Cited For Ignition Points

Faster installation, greater heat resistance and longer service life are said to be offered by a new line of matched ignition contact points. Made of heavy-duty stainless steel and pre-assembled, the points feature a tungsten disk which reduces heat at the point of arc and also establishes resistance against pitting or burning.

Refrigeration Check With New Thermometer

Temperature variations in refrigerated trucks are carefully recorded by an inexpensive new minimum-maximum shippers' thermometer available in two ranges, 50 to 250 degrees F., or —50 to 100 degrees C. Handlers of perishable goods can obtain a permanent record of the temperatures undergone by the produce. The thermometer includes a paper chart that records the lowest and highest temperatures in any given period. This chart can be replaced by unscrewing a nut.

Back Rest Styled For Comfort, Beauty



Currently being recommended to prevent and relieve pain and strain in the lower back area is an orthopedic back rest distributed from California.

Not a cushion but a scientifically designed support, it has a firm wood frame, double-stitched seams and a colorful, washable cover. This cover is of easily cleaned, long-lasting simulated leather with side gusset seams firmly stitched and reinforced. It is available in black, white, blue, red, luggage or gray, and for a slight extra charge, in black, white or saddle simulated alligator leather.

Treated Surfaces Resist Re-Rusting

A new powdered compound, distributed from Los Angeles, removes rust, paint and primer in one fast rinsing. Even multiple layers of baked lacquer are removed after a few minute's immersion. An after-rinse and not a neutralization is all that is required and once a metal is so treated it resists re-rusting, it is claimed.

Speed and Efficiency Of Pressure Cap Tester

Designed to test both long-neck and short-neck caps of vehicles with pressurized cooling systems is a newly-announced pressure cap tester from Chicago requiring no pumping. In its place is a standard air hose valve, to which the regular air hose is applied when testing. With the attached dial indicating whether the cap is releasing and holding at the rate of pressure, the entire test takes less than a minute.

LAUGH LOAD

Brains Are Good

Irving Berlin takes a worthless piece of paper, and writes a song hit. He sells the copy for $50,000. That's genius.

John D. Rockfeller would sign his name to a piece of paper and make it worth a half million. That's capital. A man can buy $5 worth of steel and make $1,000 worth of watch springs out of it. That's skill.

A cop can take a worthless piece of paper and write your number on it—and make you out ten bucks. That's your hard luck as a motorist.

But—when a man drives around and is looking for an apartment, finds just what he wants—and when the manager asks, "Have you any children?" puts on a long face and answers, "Yes, but they are in the cemetery," pays six months rent in advance, gets a receipt, then goes to the cemetery, gets his children, and brings them to the apartment—that's brains.

★

Not Much Help

An Aberdeenian on a visit to a friend in London overstayed his welcome. It was getting toward Christmas and his host thought a kindly hint would have the desired result.

"Don't you think," he said, "that your wife and family will want you to be with them at Christmas?"

"Mon," replied the Aberdeenian, "I believe you're right. It's rale thoughfu' o' you. I'll send for them."

★

Pass the Ammunition!

A chaplain, serving his first day on an aircraft carrier somewhere in the Pacific, sat down for mess with some enlisted men. The speed with which the navy men stowed away their food intrigued him.

His own account of what happened was:

"I bowed my head to say a few words of grace, and when I looked up again, a waiter asked me what I wanted for dessert."

★

And Ticklish

"Did you hear the story about the peacock?"

"No."

"It's a beautiful tale."

★

Our Secret

"I saw you at the theater last night with a lady I didn't recognize, but I think it was your wife."

"Certainly, it was my wife—but don't tell her about it."

★

Touche, Fatty!

A fat man bumped into a lean one.

"From the looks of you," said the fat one belligerently, "there must have been a famine."

"And from the looks of you," retorted the lean one, "you're the guy who caused it."

★

How Horrible

A truck driver just back from a trip to New York ducked into a booth and called his girl friend. In a few minutes he came out looking very bewildered. "She's gonna get married," he said to a friend.

"Aw, forget it," advised the friend. "There are lots of girls."

"Yes," replied the driver, "but she's gonna marry me!"

★

Not the Boss

Near a big government building a Washington bureaucrat's car was parked in a lot whose sign read: "All day parking 35 cents." At lunchtime he asked the boy at the gate if he could drive his car away to lunch, bring it back after an hour and not pay a second time. The attendant's reply was wholly Washington:

"Sir, each car comes in has to pay 35 cents, and don' argue with me. I'm not on the policy-making level."

★

Designing Woman

Seating herself in the dentist's chair, she pulled from her finger a wedding ring of heavy gold with a delicately chased design. "I'd like to use this for filling my teeth, please," she said.

The dentist examined the ring. "Why I suppose that could be done. But this is an expensive ring, madam. Are you sure you wouldn't rather let me use our regular gold?"

"I'm afraid not," the patient said regretfully. "You see, I promised my first husband, before his death three years ago, that I would always wear his wedding ring. I'm getting married again next week, and the man I'm going to marry has made me promise that I'll wear only his ring after the ceremony. This is the only way I can keep my promise to both of them."

What Highway Program Means

(*Continued from page 10*)

sources such as manufacturing establishments, mills, mines and forests.

The benefits of a big road program such as that authorized have been told and re-told in THE INTERNATIONAL TEAMSTER. In brief, the program will provide needed roadways for increasing traffic.

Greater safety is assured with a saving of an estimated 3,500 lives a year.

Reduced operating costs to travelers with an average saving of $94 per car traveling an average of 9,400 miles a year indicated. Enhanced property values will result especially in areas where there will be access roads and areas in which new communities develop.

Increased tourist travel will result and the nation will have a fine network of defense highways.

With new roads built, especially in the Interstate System, regional planners are predicting extensive relocation and decentralization of industry. This is a trend which has been in progress for several years and will be greatly accelerated in the years ahead, planners predict. This will mean additional transport needs, both in construction and in continuing servicing of these units by the trucking industry.

'Roads for Survival'

When the highway program was under consideration, General Lucius Clay, chairman of the President's Advisory Committee on a National Highway Program, told Congresss

"It would be the greatest mistake we ever made if the nation did not now plan to complete an interstate highway system to provide roads for survival. Without the system, evacuation of cities in the event of nuclear attack would be just about impossible. . . . We have pointed out in our report that the Defense Department has designated these roads as necessary to national defense and civil defense. Personally I would go further than that . . . I think we have to have the national highway system if we are to survive."

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, August, 1906)

ORGANIZED PROGRESS

In a letter to President C. P. Shea, the secretary-treasurer of Local 753 told of the advantages of unionism he and his fellow members had realized over the past few years since the local was chartered.

Those members who are enjoying almost limitless prosperity today might have trouble appreciating the gains he reported. Calling his one of the "banner locals" of the International, the secretary-treasurer reviewed the gains during the four years since the local was founded.

"Local 753 in the past four years has raised itself from a work day of twelve to eighteen hours a day to an average of eight hours (for six days) and from a maximum of $10 a week to a minimum of $15 a week," he reported.

He noted that most of the locals were working nine hours a day and eight hours on Saturday with less pay than his members were earning.

JURISDICTION

A topic demanding the attention of the editor at convention time was the problem of jurisdictional disputes. There was trouble with the brewery workers who were withholding their label from products not delivered by their members in some cities. The bakery organizations were insisting that teamsters handling baked goods be members of their organization in addition to the Teamsters Union. The editor spoke at length about all the assistance the team drivers had given these two unions when they found themselves confronted by unreasonable employers and wondered why they could not live with the teamsters in times of peace.



"This is not as it should be and our convention should take some steps to enforce the decision of the American Federation of Labor. The teamsters have the right to belong to the Teamsters' Union without threats or coercion" from other organizations, the editor insisted.

COLORED TEAMSTERS

The International was making an effort to organize Negro drivers who had been brought into Chicago during the 1905 strike from the south. The editor explained how these workers were a definite threat to the well-being of all teamsters so long as they were available for strike-breaking purposes.

He reported that the union was making great headway in the organization of these colored teamsters, particularly in Louisville, Ky., New Orleans and other cities of the south.

"It has been demonstrated to our satisfaction that when these men know the benefits to be derived from organization and when they realize what the trade union movement means, they are just as loyal members as any."

OUR ORGANIZERS

About half the magazine was made up of reports by the organizers on their successes since the last convention. To the man, each organizer was able to give good account of his activities and large enrollment gains were listed throughout the brotherhood.

ADVERTISING

Of the 72 pages in the magazine, 37—slightly more than half—were taken up by advertising and some of the old-time ads would draw many a chuckle from the sleek Madison Avenue grey-flannel suiter of today.

Nine of these pages were inserted by blacksmiths, each referring to his firm as a company of "practical horse shoers." Harness makers, glove manufacturers and axle grease producers, as well as work clothes companies took up a lot of advertising space in the August issue.

Other products getting prominent mention were oil cloth (water proof, dirt proof and vermin proof); shredded wheat (where nature has stored the material for building brawn and brain); elastic seam drawers (which overcome chafing or binding); rubber horse shoes (lessen concussion, prevent slipping, do not heat the hoof, good in summer and winter.

While there were probably few members of the I. B. T. who could afford one, the George N. Pierce Company probably felt that some chauffeurs might influence their employers to buy a Pierce Arrow. A half-page ad listed prices on the 28-32 horsepower auto at $4,000 and on the 40-45 horsepower model at $5,000, a lot of money for the $15 a week teamsters of the day to raise.



CONVENTION ISSUE

The Teamster magazine for August, 1906, was the largest edition in the history of the union, 72 pages, and was devoted almost entirely to news of the convention in progress and of the activities since the last convention a year before in Philadelphia.

Leading off the issue was a short history of all organized activity of team drivers in the United States up to the convention.



Life can be gay
With more time for play
When your packages
Are delivered
The Teamster Way.

INSIST ON **DELIVERY**

I. B. OF T. C. W. & H. OF A. AF of L REG. APR. 1939. U.S. PAT. OFF.